REGISTERED No. 17— 1874.

The Bombay Gazette.

No. 8,069.—New Series. BOMBAY :—TUESDAY, DECEMBER 15, 1874.

THE BOMBAY GAZETTE.

THE Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

TO SUBSCRIBERS IN BOMBAY—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

TO SUBSCRIBERS UP-COUNTRY.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 67
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	26
Monthly	6	Monthly	7

These Up country Rates include Postage Rates.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	„ 2 8
Third do.	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ „ „
Third and succeeding	2½ „ „

In the Native Language, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The Scale for Advertisements belonging to any of these classes will be as follows :—

Not exceeding three lines	Rs. 1 0
Each succeeding lines	„ 0-8 As.

Advertisement exceeding five lines will be charged for at our resent ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES : EACH—RUPEES 2.

ALL CHEQUES, MONEY ORDERS, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every week.

The Steam-ship "ARCOT," 1,781 Tons, 200 H. P., Commander J. SHARP, will be despatched on SATURDAY, the 19th December 1874, at 4 P.M.

December 1874.		December 1874.	
Leaves BOMBAY	19	Leaves Colombo	28
„ Ratnagheree	20	„ Galle	29
„ Vingorla	20	„	Jan. 1875.
„ Goa	21	„ Negapatam	1
„ Cochin	21	„ Madras	3
„ Mangalore	22	„ Coconada	5
„ Cannanore	23	„ Vizagapatam	6
„ Tellicherry	23	„ Bimlipatam	7
„ Calicut	24	„ Calingapatam	7
„ Beypore	25	„ Gopalpore	7
„ Cochin	25	„ False Point	8
„ Allepyy	25	Arrives at CALCUTTA	10
„ Tuticorin	27		

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

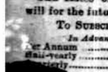
Also for Batavia, Sourabaya, Timlingan, Palembang, Pontianak, Singapore, Penang and Maulmain (India), to go forward by Messageries Maritime, and Peninsular India S. N. Companies.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Euphrates, and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

The s.s. CALCUTTA, 863 Tons, 120 H. P., Commander J. MELVILL, will be despatched on FRIDAY, the 19th December 1874, at 4 P.M.

December 1874.		January 1875.	
Leave BOMBAY	18	Leave BUSREH	9
„ Kurrachee	22	„ Mahomerah	6
„ Guadur	23	„ Fao	6
„ Muscat	25	„ Bushire	8
„ Bunder Abbas	27	„ Linga	13
„ Linga	29	„ Bunder Abbas	15
„ Bahrein	31	„ Muscat	17
„ Bushire	31	„ Guadur	19
„ Fao	Jan 2	„ Kurrachee	22
„ Mahomerah	2	Arrive BOMBAY	25
Arrive BUSREH	3		

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the fair season despatch a Steamer to Kurrachee every FRIDAY, at 4 P.M., and an Extra Steamer on every MONDAY, at 2 P.M.

The s.s. KURRACHEE, 510 Tons, 120 H.-P., Commander R. J. SCOTT, will be despatched on MONDAY, the 14th December 1874, at 2 P.M., calling at Veraval, Porebunder, and Cutch Mandvie.

The s.s. CALCUTTA, 863 Tons, 120 H.P., Commander J. MELVILL, will be despatched on FRIDAY, the 18th December 1874, at 4 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO CARWAR COAST.

THE well-known and Fast Sailing New Steamer PEHLWAN, Commander COOKE, will leave on TUESDAY, the 15th December, at 5 P.M., for undermoted Ports :—Hurney, Rutnagheri, Jaytapore, Malwan, Vingorla, and Goa (Panjim).

For Passage or Freight apply to the Undersigned, at his Office, Bazar Gate Street, No. 99, in the house of ROWJEE ROOCHUND DARRAB, opposite to Manockbund Lukhmeechund, and also at his other Office at Burrah Ghullee, out of Fort.

RAMDASS KHAIPAR.

STEAM COMMUNICATION WITH ITALY, *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 9th and 24th, and on the 1st and 15th of each month.

PASSENGERS' RATES.

	1st Class.	2nd Class.	3rd Class.	
To Aden	£23	£15	£4	Exclusive of Wines, Liquors, and Provisions.
Suez	36	22	8	
Portsaid	38	24	9	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	52	36	14-10	

Children under 3 years, free of charge. Children not above ten years, half fare.

NEXT STEAMERS FROM BOMBAY :—

"FEESIA," to sail on FRIDAY, 1st January 1875.
"AUSTRALIA," to sail about the end of January 1875.
"ARIA," to sail on MONDAY, 1st February 1875.
"A," to sail on MONDAY, 15th February 1875.
"ASIA," to sail on MONDAY, 1st March, 1875.
"ARBYA," to sail on MONDAY, 15 h March, 1875.
"INDIA," to sail on THURSDAY, 1st April, 1875.
"PERSIA," to

The exact hour of departure will be fixed and published a day or two previous to sail.

For hand-books of information, rates of freight, &c. apply to

C. GONDONA,
Navigation Company,
Agent Rubattino Steam
No. 9 Hummum Street.

Bombay, 14 h November 1874.

FOR LIVERPOOL OR LONDON,
VIA SUEZ CANAL.

(To leave about 20th December.)

THE well-known and favourite Steam-ship STRATHCLYDE, 1,951 ton, Captain C. W. PEARSON, will be despatched as above. She has very superior accommodation for first class Passengers, and generally makes the passage in 30 days. She is fitted with Ice-house, Piano, Punkahs, and every other appliance necessary for a steamer in this climate. She carries a Surgeon and Stewardess.

Rates of Passage are :—

1st Class to Suez	£30
Do. to Liverpool	£50

exclusive of Wines, &c., which, however, can be procured on board at moderate prices.

For further particulars apply to

W. NICOL & Co., Agents,
GRINDLAY, GROOM & Co.,
Passenger Agents.

Bombay, 1st October 1874.

FOR SALE,
AT THE "BOMBAY GAZETTE" PRESS.

BOOK-BINDERS' SAW-BENCH.—This Machine is for sawing the backs of Books; and it is arranged for foot or steam power. Price Rs. 175, including seven Circular Saws and various-sized Washers for changing every quarter of an inch.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE Peninsular and Oriental Company's Steamers will be despatched with H. M.'s Mails as follows :—

	Tons.	H.P.		
S.S. DELHI	2,178	400	Dec.	21st to Southampton.
S.S. NILAM	2,725	450	„	29th to Suez, &c.
S.S. HYDASPES	2,984	450	Jan.	4th to Southampton.
S.S. KASHGAR	2,609	450	„	11th to Suez, &c.
S.S. LOMBARDY	2,725	450	„	18th to Southampton.

Passengers to Malta, Gibraltar, and Southampton are only booked once a fortnight, and the Steamers proceed direct via the Suez Canal.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by Rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M. precisely on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 14th December 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 15th Dec. 1874, at 3 P.M., from Mazagon.

THE P. and O. Co.'s s. s. GWALIOR, 2,725 tons and 450 H. P., Captain N. W. HASELWOOD, R.N.R, will be despatched as above, carrying H. M.'s Mails and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not to be the Company's Office before noon, on Saturday, the 12th Dec 1874.

GEORGE F. HENRY, Superintendent.

Bombay, 1st December 1874.

LIVERPOOL VIA SUEZ CANAL.

(To leave on 27th December.)

THE splendid s. s. J. C. STEVENSON, 2,697 Tons, 1,300 H. P., effective, J. G. BELL, Commander, is well-known as of Green's line to Calcutta and has made some of the quickest passages between that Port and London. The Cabins have large Ports to upper and lower berths, and the accommodation and appointments of this Steamship are unequalled, making her the most desirable passenger ship of the season. She will carry a Surgeon and stewardess.

Rates of passage, are—

1st Class to Suez	Rs. 300
Do. Malta	„ 400
Do. Liverpool	„ 500

exclusive of Wines and Liquors, which can be had on board.

For passage and further particulars, apply to

GRINDLAY, GROOM & Co.
W. NICOL & Co., Agents.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

FORTNIGHTLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

The regular steamers leave TRIESTE on the 1st and 15th, and BOMBAY on the 5th and 20th of every month.

THE first-class Passenger Steamer POLLUCE, 2,700 Tons, 250 H. P., will be despatched from CARWAR for TRIESTE, on the 20th December.

The Steamer MEMFI, 2,680 Tons, 250 H.P., to leave BOMBAY for TRIESTE on the 5th January next, has good accommodation for a few Cabin Passengers at £4 to TRIESTE.

The First-class Passenger Steamer CASTORE, 2,700 Tons, 250 H.P., will be despatched from BOMBAY for TRIESTE, on the 20th January next, and has splendid accommodation for First and Second-class Passengers.

RATES OF PASSAGE-MONEY PER POLLUCE & CASTORE.

	1st Class.	2nd Class.	Deck.
To Trieste	£45 0	£35 0	£19-0
To Port Said	£33 6	£23 0	£14-6
To Suez	£32 8	£22 0	£13-7

No Cargo will be received on board after Sunset on the day previous to sailing.

For further particulars, and for Freight and Passage, apply to THE AGENCY OF THE AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

A. C. GUMPERT, Agent.

28, Bombay Green, 7th Dec. 1874.

HARBOUR STEAM FERRIES.

STEAM FERRIES (under Contract with Government).—STEAM FERRY BOATS ply daily across the Harbour, calling at the undermentioned Bunders :—

Fares from Bombay to	Carnac.	Hog Island.	Colwa.	Bunder or Kanoji.	Dharrumtar.	Thull.	Ailiag.	Rendanda.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.
1st Class	2 0	2 6	3 0	2 0	3 0	2 8	3 0	4 0
2nd Class	0 8	0 12	0 12	0 12	1 0	1 0	1 4	1 8
3rd Class	0 4	0 6	0 6	0 6	0 8	0 4	0 6	0 8
Horses	2 0	2 0	2 0	2 0	2 0	2 0	2 0	2 0
Carriages	3 0	5 0	5 0	3 0	5 0	2 8	3 0	5 0
Bullocks	2 0	3 0	3 0	2 0	4 0	2 0	2 0	4 0
Dogs	0 3	0 4	0 4	0 3	0 4	0 2	0 3	0 4

CHILDREN under seven years half fare, under 2 years free.

PERSONAL LUGGAGE First Class 112 lbs., Second Class 56 lbs., and Third Class 28 lbs. free.

EXTRA LUGGAGE.—For each 10 lbs. or part of 10 lbs, one anna.

The Colwa Ferry Boat leaves Bombay, Carnac Bunder, at 8 A.M. daily, and returning leaves Colwa at 11 A.M.

The Dharumtar Ferry Boat leaves Bombay, Carnac Bunder, at 8-30 A.M. daily, and returning leaves Dharumtar at 1 P.M.

The Alibag Ferry Boat leaves Bombay, Carnac Bunder, at 2 P.M. daily, and returning leaves Rendanda at 5 A.M.

Passengers are required to obtain Tickets from the Bunder Clerks previous to their proceeding on board.

J. A. SHEPHERD.

No. 33, Meadow Street.

SURAT AND GOGO FERRY.

STEAM FERRY (under Contract with Government).—A STEAM FERRY BOAT plies every alternate day between SURAT and GOGO and *vice versa*, Sundays excepted.

Fares.		Fares.	
1st Class	Rs. 5 0	Horses	Rs. 4 0
2nd „	„ 3 0	Carriages	„ 4 0
3rd „	„ 1 8	Dogs	„ 0 6

CHILDREN under seven years half fare, and under 2 years free.

PERSONAL LUGGAGE First Class 112 lbs., Second Class 56 lbs., and Third Class 28 lbs. free.

EXTRA LUGGAGE.—For each 10 lbs. or part of 10 lbs., one anna.

The Steamer leaves Gogo every MONDAY, WEDNESDAY, and FRIDAY.

The Steamer leaves Surat every TUESDAY, THURSDAY, and SATURDAY.

The Steamer leaving Surat on SATURDAY proceeds to Bhownuggur, and leaves that port for Surat on MONDAY morning.

Further particulars can be learnt on application to the under mentioned Agents :—

MR. HOOSEIN MAHOMED, Gogo.
„ SYED COOTBOODEEN, Surat.

Or to the Undersigned at Bombay.

J. A. SHEPHERD.

No. 33, Meadow Street.

SALES BY AUCTION.

BOMONJEE DOSSABHOY, AUCTIONEER
No. 6, FORBES STREET.

AUCTION SALE of Valuable Landed Property at Chapa Gully or Khotte waddy Street near Mooljee Jettha's Cloth Bazar.

By order of Bae Dewcoover, widow of Bhunsalee Ludha Rutonjee.

BOMANJEE DOSSABHOY will sell by Public Auction, on Monday, the 21st instant at 4 o'clock P. M. on the Premises.

All that piece or parcel of ground and the Messuage, Tenement's or Dwelling house standing thereon situate lying and being without the Fort Wills of Bombay in Khutter-waddy Street near Mooljee Jettha's Cloth Bazaar containing by admeasurement 217 square yards or thereabouts registered in the Rent Roll of the Collector of Land Revenue under Pension and Tax No. 236, and assessed by the Collector of Assessment under No 1, and bounded as follows : on the East by the Premises belonging to the late Anundrao Venkajee and the House of Rowjee Jethia, on the West by the House belonging to Ramchunder Keroba, on the North by the Khutterwaddy Public Passage, and on the South by the Range of Buildings belonging to Hergrowandasee

A deposit of 25 per cent. will be taken at the time of sale. And for further particulars and conditions of sale apply to the Room of the undersigned.

AUCTION SALE of Landed Property at Ally Woomar Street, without the Fort.

By order of Naima Bhicoa, Mugga Ugra and Crustna Poma, trading under the name of Naima Bhicoa and Company, on account and at the risk of Khutry Cassum Esmail.

BOMONJEE DOSSABHOY will sell by Public Auction, on TUESDAY, the 22nd instant, at 4 o'clock P.M., on the premises.

All that piece or parcel of Government land or ground, with the messuage, tenement or dwelling-house standing thereon, situate, lying and being on the east side of Ally Oomar Street, in the sub-district of Bhoolesh war, in the Island of Bombay, formerly in the occupation of Amunabace, widow of the late Allawoodin Shaik Bhicoa, and is now in the occupation of the said Khutry Cassum Esmail, registered in the books of the Collector of Land Revenue under No. 936, assessed by the Collector of Assessment under No. 1084, containing by admeasurement 83 3/9 square yards or thereabouts, and bounded as follows :—that is to say, on or towards the east by sweepers passage, on or towards the west by Ally Oomar Street, on or towards the north by the house of the said Khutry Cassum Esmail, and on or towards the south by the house of Jamabace, wife of Fackeer Mahomed Ebathur

A deposit of 25 per cent. will be taken at the time of sale, and for further particulars and conditions of sale, apply to the Room of the Undersigned.

BOMANJEE DOSSABHOY,
Auctioneer and Commission Agent.

Bombay, 15th December 1874.

NUSSERWANJEE, CULLIANDAS & CO.,
40, MEADOW STREET.

THIS DAY, TUESDAY, the 15th instant, Messrs. NUSSERWANJEE CULLIANDASS and Co. will sell by Public Auction, at 7 o'clock P. M., at their Rooms, Meadow Street, No. 40—

A quantity of grey and coloured piece goods, dhoties, T cloth, mash-pollams, shirtings, pugrees, &c., &c.,

5 bales grey piece goods, 2 cases of cloot, 698 pieces printed sarries, 6 cases assorted cutlery, 2 cases buttons, 2 cases cotton wicks, &c.

NUSSERWANJEE, CULLIANDAS & Co.

Bombay, 15th December 1874.

MENESSE AND COMPANY.

On THURSDAY, the 17th instant, Messrs. MENESSE and Co. will hold their usual weekly auction sale at their Rooms, a quantity of Grey and Colored Piece Goods, Twist, &c. &c.

8 Bales	Grey Shirtings, 7 and 8 lbs.
10 „	Grey Madapollams, 8½ lbs. and 50 inches.
2 Cases	White Dimity, 12 yards.
1 „	Coloured Sarries, 9 yards.

MENESSE & Co.

Bombay, 15th December 1874.

NEW ADVERTISEMENTS.

STEAM TO LIVERPOOL.

THE Norwegian Mail Steamer HAROLD HAARFAGER, 2,209 Tons, Captain HELTBURG, will SAIL for LIVERPOOL, via SUEZ CANAL on the 3RD JANUARY, 1875.

RATES OF FARE FOR PASSENGERS.

1st Class.....Rs. 450 } Exclusive of Wines, &c.
2nd Class „ 300 }

For Freight and Passage, apply to

STEARNS, HOBART & Co.,
Agents for Charterers.

Bombay, 15th December 1874.

MATHERAN.—The CLARENDON HOTEL is OPEN to VISITORS. Accommodation First-class, and for Ladies there are separate Bungalows attached to the Hotel which command beautiful views of Bombay and Matheran.

TERMS—MODERATE.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—ECCLESIASTICAL SIDE.

In the Goods, Chattels and Credits of NURSEY PREMJEE, late of Bombay, Hindoo inhabitant, deceased.

PANBAI, widow of the above-named Nursey Premjee, deceased, the guardian and next friend of her infant son JAIRAM NURSEY, (who is a Minor) and JAITHA NURSEY. } Applicants.

NOTICE is hereby given, that an Application for Letters of Administration of the Goods, Chattels, and Credits of Nursey Premjee, late of Bombay, Hindoo deceased, has been made to the High Court of Bombay by the abovenamed Applicants. All persons concerned therein are hereby apprised thereof.—Dated this 14th day of December 1874.

CRAIGIE, LYNCH & OWEN,
Applicant's Proctors.

PALE CHAMPAGNE CIDER.
FIRST QUALITY,
BOTTLED BY FOSTER & SONS.

Cash.	Credit.
Rs. 9-0 Per dozen Quarts	Rs. 10-8
„ 6-0 Per dozen Pints	„ 7-0

TREACHER & COMPANY (LD.).

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

CHRISTMAS HOLIDAYS.

First and Second Class RETURN TICKETS, and Third Class Mail Return Tickets, also Return Tickets for Horses, between any Stations, issued on and after WEDNESDAY the 16th December, will be available for return on any day up to and including WEDNESDAY the 6th January next.

J. R. DUXBURY,
Traffic Manager.

Bombay, 8th December 1874.

FIRE INSURANCE.

	Exclusive of Reserve Fund.
THE LONDON AND LANCASHIRE FIRE INSURANCE Co., CAPITAL	Rs. 10,000,000
THE TRANSATLANTIC (and re-insurance) INSURANCE Co., CAPITAL	„ 9,000,000
THE BATAVIA FIRE INSURANCE Co., CAPITAL	„ 3,000,000
THE SAMARANG FIRE INSURANCE Co., CAPITAL	„ 2,000,000

MARINE INSURANCE.

THE SWISS LLOYD MARINE INSURANCE Co., CAPITAL	Rs. 2,000,000
THE REINISH & WESTPHALIAN LLOYD MARINE INSURANCE Co., CAPITAL	„ 3,000,000
THE CHINA AND JAPAN MARINE INSURANCE Co., CAPITAL	„ 4,500,000
THE SAMARANG MARINE INSURANCE Co., CAPITAL	„ 2,000,000
THE BATAVIA MARINE INSURANCE Co., CAPITAL	„ 3,000,000
THE REINISH & WESTPHALIAN MARINE INSURANCE Co., CAPITAL	„ 2,000,000

For FIRE AND MARINE INSURANCE in the above Companies apply to the UNDERSIGNED, who can offer ALL FACILITIES and MOST FAVOURABLE TERMS. ALL CLAIMS PROMPTLY SETTLED IN BOMBAY. Rates and other particulars can be obtained on application.

VOLKART BROTHERS, Agents.

AUCTION SALE OF VALUABLE LANDED PROPERTIES.

ON WEDNESDAY, the 23rd instant, at 4 P.M. Messrs. BENNETT & Co. will submit to PUBLIC AUCTION on the premises by order of the Mortgagee and on account and at the risk of Vuswonjee Hurridass and Dayal Oomersey, Executors of the last Will and Testament of Naveevowe, widow of the late Thacker Oukerda Doongersey, deceased, the following landed property.

All that piece or parcel of land or ground formerly consisting of 3 pieces together with the messuage or dwelling house and other buildings standing thereon, situate lon the south side of Mangoo Senoy Street, within the district of the Fort of Bombay, containing by admeasurement 753 square yards four-ninths of a square yard or thereabouts which premises lately were and now are in the occupation of Thacker Assar Premjee Nensey Purshotum Callianjee Mowjee Bhoja Coorjee Champsey Dhuma Dama As urkarra Lilladhur Purshotum Dayal, Warjee Welljee, and Gangjee Soorjee and now or lately registered in the books of the Collector of Land Revenue under the Nos. 491 and 492 and which said premises are bounded on the north partly by the house of Jadhoo Jugjeevundass and partly by said Mangoo Senoy Road, on the south partly by the property of Jugonath Gopall and partly by the house of Framjee Sorabjee, on the east partly by the house of Jewraz Balloo and partly by the house of Jethia Hunsraz and on the west, by ground formerly belonging to the European General Hospital.

On THURSDAY, the 24th instant, and on MONDAY, the 28th instant, at the times and places hereafter s cified, Messrs. BENNETT and Co. will submit to Public Auction, on the premises, by order of the Mortgagee, and on account and at the risk of Vussoonjee Hurridass Luchmidass Hurridass and Javervow, widow of Thacker Hurridass Premjee, deceased, the following landed properties.

LOT 1.

On the premises, on THURSDAY, the 24th instant, at 4 P.M.

All that piece or parcel of land or ground containing three hundred and seventy-four square yards or thereabouts, together with the messuage, tenement, or dwelling-house and other buildings standing thereon, situate in and on the east side of Bazaar Gate Street, within the sub-district of the Fort in the Island of Bombay, and bounded on the east by the house of Jadhoodass Jugjeevundass and Parpia Purdhan, on the west by Bazaar Gate Street aforesaid, on the north by the house now or lately belonging to Rughoonath Jugjeevundass, and on the south by the house lately belonging to Sha Purmanundass Lullobhoy, but now to Bejee Sewjee, which said premises are assessed by the Collector of Bombay under No. 675 and by the Collector of Assessment formerly under No. 83, but now under No. 86 and were lately in the occupation of Rowjee Annundjee Dumoter Thackersey and others, and are now occupied by Vulloo Dhunjee Doyal Deweurrun and others.

LOT No. 2.

On the premises on THURSDAY, the 24th instant, immediately after the sale of Lot 1, and as near to 5 P.M. as possible.

All that piece or parcel of land or ground containing one hundred and fifty-four square yards or thereabouts, together with the messuage or dwelling house and other buildings, standing thereon, situate in and on the west side of Bazaar Gate Street aforesaid, on the south by the Public Road, called Borah Bazaar Street, on the north by the house of Thacker Cooverjee Cullianjee, and on the south by the house formerly belonging to Ramdass Juidass, but now to Razoo Lucka, and which said premises are assessed by the Collector of Bombay under Nos. 725 and 576 and by the Collector of Assessment, under Nos. 53 and 70 were lately in the occupation of Gopal Sevjee and others, and are now occupied by Dewchu and Nanjee Hurrid as Cullianjee and others.

On the premises, on MONDAY, the 28th instant, at 4 P.M.

All that piece or parcel of land or ground, containing two hundred and ninety-three square yards or thereabouts, together with the messuage or dwelling-house and buildings standing thereon, situate at and on the south side of Mandvee Road, in the sub-district of Mandvee, in the Island of Bombay, and bounded on the east by Government vacant ground, on the west by the public road, on the north by the public road leading to Mandvee Bunder, and on the south by the house now or formerly in of Pragjee Luckmidas, and which said premises are assessed by the Collector of Bombay under Nos. 842 and 843, and by the Collector of Assessment formerly under the Nos. 881, but now under Nos. 288, and were formerly in the occupation of Ruttonsey Goculdass and others, and are now occupied by Cooverjee Oodhowjee Carrumchund Mulhowjee

CRAIGIE, LYNCH, & OWEN,
Solicitors to the Mortgagee.

SPECIAL SHORT ADVERTISEMENTS.

DISPLAY OF ORNAMENTED CHRISTMAS CAKES, at BAPTY'S. Orders are being registered.

TO LET, the large and commodious PREMISES, now in the occupation of Messrs. BAPTY BROTHERS.—FORBES & Co.

ENGLISH GOODS (VIA SUEZ CANAL)
AT CHEAPEST RATES.

D. NICHOLSON & COMPANY,
SILK, WOOLLEN AND MANCHESTER WAREHOUSEMEN,
India, Colonial and Foreign Outfitters,
50 TO 52, ST. PAUL'S CHURCHYARD,
CORNER OF CHEAPSIDE, LONDON,
ESTABLISHED 1843,

Invite attention to their Illustrated 120 page Catalogue, and Outfitting List, 60 pages, sent post free, containing full particulars as to WOOLLEN, SILK and COTTON GOODS of every description.

PATTERNS FREE.

LADIES' CLOTHING, LINENS, HOSIERY, GLOVES RIBBONS, HABERDASHERY, JEWELLERY, &c.

Contractors for Military and Police Clothing and Accoutrement.

Household Furniture,	Boots and Shoes,
Musical Instruments,	Wines and Spirits,
Ironmongery,	Ales and Beers,
Fire-arms,	Preserved Provisions,
Agricultural Implements,	Stationery,
Cutlery,	Perfumery,
Carriages,	Books,
Saddlery and Harness,	Toys, &c., &c.

Shipped at Lowest Export Prices.

Sole Agents for the "Wanzer" and the "Gresham" Sewing Machines for the City of London.

Foreign Produce disposed of on Commission of 2½ per cent.

Price List can be had of Messrs. Wheatley & Co., Bombay, and at the Office of the *Englishman* Newspaper, Calcutta.

TERMS.—Not less than 25 per cent. for Shipping Indents, and balance, Town Bill at 60 days' sight.

Parcels not exceeding fifty pounds in weight and 2 feet by 1 foot by 1 foot in size, and £20 in value, are conveyed from London to any Post Town in India, at a Uniform charge of 1s. 4d. per lb.

Special advantages to Hotel Keepers and Regimental Messes.

D. NICHOLSON & CO.,
50, 51 & 52, ST. PAUL'S CHURCHYARD, LONDON.

THE LIVERPOOL and LONDON and GLOBE INSURANCE COMPANY.

Policies of Insurance against Fire, upon Dwelling Houses and other Buildings in both the European and Native parts of the Island of Bombay, continue to be issued by the undersigned on behalf of the above Company.

The pate on Punka-built Bungalows situated outside the Fort of Bombay, or in any part of the Bombay Presidency, is now reduced to (6) six annas per cent. per annum.

RITCHIE, STEUART & Co.

WANTED.

WANTED, an EXPERIENCED PRACTICAL MANAGER, for a Cotton Spinning and Weaving Mill, in the Mofussil, a First-class man will be liberally paid. Apply by letter with copies of testimonials, stating salary required, to

FORBES & Co.

NOTICES.

BYCULLA CLUB, A SPECIAL GENERAL MEETING of the Members of the Club will be held at the Club House, on TUESDAY, the 15th instant, at 5-30 P.M.

W. WEBB,
Honorary Secretary.

4th December 1874.

ATTENTION.—MESSRS. CUNHA and FARIA in thanking the public of the Bombay Presidency, beg to announce that they have COMMENCED their MUSICAL PROFESSION and will superintend personally over a selected band (of any number whatever) for BALLS, PARTIES, THEATRES, &c.

Apply at Messrs. PETER & SONS, Coach-builders, Girgaum, Churney Road, No. 17, and Messrs. J. F. DE ROZARIO & Co., Kalbadevie Road, No. 36.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,
Secretaries and Managers.

NOTICE.—SEALED TENDERS are hereby invited for the FARMING of GANZA REVENUE in the Town and Island of Bombay for one year, from the 1st January 1875.

Tenders will be received up to noon, on TUESDAY, the 15th instant at the Office of the undersigned.

Particulars will be obtained on application at the Commissioner's Office.

J. H. GRANT,
Acting Commissioner of Customs.

Bombay Office of Commissioner of Customs, and Opium, 10th December 1874.

GREAT INDIAN PENINSULA RAILWAY.

FOR SALE.—A Cornish single flued BOILER feet 18, 0" by feet 5, 3" dia. 7/16" plate, single riveted, as it now lies at the Engineer's workshop, Byculla, and which may be viewed on application to the Undersigned.

Offers to purchase which must specify the price for the Boiler as it lies, with its Firebars, will be received by the Agent at his Office, Elphinstone Circle, Bombay, up to noon, on WEDNESDAY the 23rd instant, after which hour no Tender will be received.

Terms Cash; and the Boiler to be removed within 14 days from date of acceptance of offer.

The Agent reserves to himself the right to reject any or all of the Tenders.

ALFRED KING, Storekeeper.

Storekeeper's Office, Byculla, 12th December 1874.

S. ROSE & Co.

HAVE great pleasure in announcing that they have ENGAGED THE SERVICES of Mr. N. J. P. WARNE, a skilled European Tuner and Mechanist, and that he arrived per s.s. Cathay.

Mr. Warne has had many years' experience in some of the first Pianoforte Manufactories in London, and also in the works of one of the principal Organ Builders. He is a thoroughly practical man, and under his efficient superintendence S. ROSE & Co. are prepared to undertake to tune, repair, and keep in order Organs, Pianofortes, Harmoniums, and every other description of Musical Instrument.

S. ROSE & Co. trust that this endeavour to meet a want long felt in Bombay will be heartily supported by the Musical public, and they promise on their part that all work entrusted to them shall be executed with care and promptitude.

S. ROSE & Co.,
The Bombay Musical Depôt.

Bombay, 12th Nov. 1874.

ESTATE of WILLIAM RODGIE, Esq., deceased.—NOTICE is hereby given, pursuant to Act XXVIII. of 1866, of the Legislative Council of India, entitled "the Trustees and Mortgagee's Power Act 1866," that all PERSONS being CREDITORS of or otherwise having any CLAIMS upon or against the Estate of WILLIAM RODGIE, Esq., formerly Liquidator of the Bank of Bombay, deceased, who died on 20th day of March 1873, and Letters of Administration of whose personal Estate and Effects were granted on the 5th day of November instant, and sealed on the 6th day of November instant, by the High Court of Judicature at Bombay to GEORGE SANDERSON LYNCH, of Bombay, Solicitor, the duly constituted Attorney of MARY ELIZABETH RODGIE, the widow of the said William Rodgie, deceased, are required on or before THURSDAY, the 31st day of December 1874, to send to the said Administrator at his Office, No. 5, Church Lane, Bombay, the particulars of their claims upon or against the said Estate and that at the expiration of such time, the Administrator will hand over the whole of the assets of the said deceased to the said Mary Elizabeth Rodgie, having regard only to the claims of which he shall then have notice. All persons indebted to the deceased's estate or having property of his in their h

COMMERCIAL INTELLIGENCE.

MONDAY EVENING, 14th DECEMBER 1874.

The Liverpool Cotton Market opened this morning with prices still declining, probable sales only 10,000 bales, against an import of the same extent. In New York, ready Mid Uplands is quoted ¼ cent. and "futures" ¼ cent. per lb. lower. The American figures are as follows :—

	1874.	1873.	1872
Saturday's receipts	36,000	24,000	15,000
Do. Exports to U. K.	14,000	6,000	2,000
Total rect. since 1st Sept.	1,657,000	1,371,000	1,424,000
" Exports to U. K.	636,000	437,000	393,000

Comment on these figures is almost superfluous. Up to date the receipts at the ports show an excess of 286,000 bales as compared with 1873, and so far from there being any indication of a falling off, it seems probable from the way the week opens, that even the enormous receipts of the corresponding week last year are likely to be exceeded. What that total crop may eventually be, it is yet mere guess work attempting to predict, but to think of anything under a four million out-turn would now be an absurdity, while a continuation of the present scale of supplies for another two or three weeks would render even four and a half millions by no means an outside estimate. The position as it stands, is a striking commentary on the character of the American reports both official and private. Only five weeks ago, the Agricultural Bureau estimated the probable yield with an unfavourable season at 3 millions, or 3½ millions of bales should the weather prove remarkably favourable, and it is scarcely to be supposed that in such a short time, an improvement equal to an out-turn of a million of bales could have taken place. The broad fact is that the time for calculating on short crops in America is evidently past; and the sooner those interested in the trade on this side accept the position, the sooner are we likely to see business assume a safer footing. No doubt, each year will see a repetition by the Americans of all the stock arguments in favour of a small crop, but after two such seasons as this and last, these reports are not likely to have much dependence placed upon them, and prudent operators in future will base their calculations on an increased yield as a rule and a decreased as the exception.

Consols this morning are quoted again at 92; French Rentes have recovered to 99½; Bar Silver is unaltered at 57¾d. per oz.

The weekly statement of the New Bank of Bombay to the 12th instant, shows the following changes, viz. :—

Government Balance at H. O	Inc.	Rs. 4,18,482
Do. do. Branches	Dec.	" 4,15,706
Deposits	Inc.	" 13,34,433
Post Bills	Inc.	" 4,99,509
Cash Credits Undrawn	Dec.	" 69,293
Government Securities	Dec.	" 39,114
Cash Credits	Inc.	" 1,64,423
Loans	Inc.	" 10,25,767
Bills Discounted	Inc.	" 3,13,719
Cash with Correspondents	Inc.	" 1,49,439
Cash Balance at H. O.	Inc.	" 1,40,331

Sterling Exchange for to-day's mail closed without change from Saturday, transactions having been most limited. We still quote :—

Bank Bills on demand	Is. 10d.	per rupee
Do. 6 months' sight	Is. 10 11/16d to 3d.	"
Credits do.	Is. 10d.	"
Documents do.	Is. 10 15/16d.	"

On Calcutta there is no alteration; 3/16 discount for demand and ¼ discount for 60 days' sight.

Government Paper continues very dull, transactions being restricted to very trifling amounts. Fours are nominally at Rs. 102½; Fours and a half Rs. 103; Fives and half Rs. 108½ to Rs. 109.

The Share Market has been quiet but steady, very little business having been done and values as a rule, unchanged.

Cotton occupies the same anomalous position, comparatively steady here although dull and declining in Liverpool. Every day increases the difference against us, and it really seems as if nothing but large arrivals of New Cotton would bring out sellers. True, there are not many buyers, but the smallest purchases seem sufficient to support rates. Nominally to-day's quotations are :—

Old Dholleras best selection	Rs. 160	per candy	half pressed
New do April del.	" 170	do	do
" Hinguaghat ready	" 200	do	full pressed
" Omrawattie GF	" 180	do	do
" Gd Bh G F March del	" 207	do	do
" Khandeish ready	" 163	do	half pressed

Freights are very quiet and unchanged,

In Piece Goods there has been almost nothing done to-day, and the position of the market is the same as last noticed.

BANKS.

No. of Shares	Nomi. value pch.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	92
22,000	1,000	all	12pct.	Bank of Bengal	1,440
10,000	500	all	12p.ct.	Do of Bombay New	712½
10,000	500	375	12p.ct.	Do 2nd Res. issue	603
8,250	1,000	all	4 p.ct.	Do of Madras	1,180
30,000	25=	all	8 p.ct.	Chartered Mercantile Bk. of L. & China	500
40,000	281½	all	Nil	Hong. & Shanghai Bank	375
40,000	200	all	5 pct.	Chartered Bk. of I. & C.	175
40,000	250	125	5 p.ct.	National Bank of India	112
60,000	250	all	12 do.	Oriental Bank	475

SPINNING AND WEAVING COMPANIES.

600	1,250	all	150	Alexandra Spinning	1,600
500	5,000	all	200	Alliance Spinning	3,175
320	5,000	500	...	Shawnaggur M. & P. Co.	2,000
900	1,000	all	100	Bombay United	1,220
1,600	150	150	10*	Broach Mills	250
900	1,000	750	...	Colaba Spinning	1,050
2,500	2,000	all	100p.a.	Dhurumsey Spinning	1,630
1,200	1,250	all	125p.a.	Fleming S. & W. Co	1,200
1,400	1,000	all	115p.a.	Great Eastern	1,530
700	1,000	all	...	Hindustan S. & W. Co.	1,235
710	1,000	all	115p.a.	Jewraj Ballco Mills	1,265
.....	...	800	...	Khandeish Spinning	1,260
300	1,250	all	Nil	Madras Spinning	1,400
.....	...	500	...	Madhi U. Spinning	1,150
2,500	1,000	all	65	Manockji Petit's	1,265
1,050	1,000	all	20 p.c.	Morarjee Spinning	1,320
4,000	625	all	68	Oriental	810
600	1,250	250	...	Prince of Wales Spinning	440
750	1,000	1,000	200p.a.	Soonderdas Spinning	1,425
530	1,000	25s.	31½p.a.	Do. do. 1/4 share	410

* For share for the half-year.

PRESS COMPANIES.

150	5,000	2,850	100p.a.	Akbar Cotton Press Co	1,750
200	2 000	1,100	90 do	Albert Co. Kurrachee	800
100	500	all	18p.ct.	Albert Ginning Co	630
250	3,000	850	40	Alexandra Press Co	150
200	1,000	200000	...	Alfred Mills Co	1,100
150	12,000	11,000	200p.a.	Apollo Press Co	3,800
625	1,000	all	...	Bellary	750
600	50	all	60p.a.	Berar Company (New)	590
200	2,000	all	200p.a.	Bombay Press Co	1,490
200	500	all	50 p.a.	Do New	350
1,4 0	25	all	6¼ h.c.	Broach Mills Co	590
430	1,500	all	375p.c.	Carwar Company	700
500	1,500	all	175p.c.	Colaba Press Co	4,200
500	300	all	Nil	Dholleras P. & G. Co.	200
850	2,000	all	...	East India Press Co	1,000
150	5,000	all	200	Fort Press Co	4,300
300	2,000	2,00	15 p.c.	Framji Cowasji Press Co	350
300	1,000	all	100 p.c.	French Press Co	425
200	6,000	4,000	28	Hydraulic Press Co	1,750
1 450	...	1,40	100 p.c.	Imperial Press Co	450
3125	400	25=	60 p.c.	Mofussil Press & G. Co.	430
600	2,000	5000	...	Nicol Press Manuf. Co., Ld	1,800
120	...	1,500	250 p.c.	Princeof Wales Press	1,560
200	1,000	all	200 p.c.	Sassoon Press Co	1,040
400	2,000	750	135 p.c.	Scinde Press Co	430
100	1,000	750	...	Scinde and Punjab Cotton Press Co., Limited	825
115	1,500	1,125	75	Victoria Press, Madras	750
150	850	all	12 p.ct.	Vic. Cot. Gin & Press Co.	1,000
450	1,000	all	100p.c.	Volkart's United Press Co.	925

* Per share, for the half year.

LAND COMPANIES.

4,000	3,000	all	60	Colaba Land Co	1,275
7,500	150	all	...	Frere Land & Pier Co. Ld.	145
1,750	2,000	2,000	200 p.a.	Mazagon Land	1,250
5,000	1,400	all	125 p.a.	Fort Canning Land Company, Limited	315

RAILWAY COMPANIES.

.....	£20	219 3/4	5 p.c.	G. I. P. Railway Consolidated Stock	242
.....	£20	103 14	5 do.	Do. New £20 Shares	126
.....	£20	65 7	do.	Ditto	72
.....	£20	21 13	do.	Ditto	32
.....	£10	1,06	do.	B. B. & C. I. Railway Co	1,510
.....	£15	19 3/4	do.	Do. New £15 Shares	215

MISCELLANEOUS.

1,000	12,500	1,500	240 p.a.	Bombay Burmah Trading Corporation	1,700
1,000	50	all	4½ p.ct.	Bombay Gas Company	65
500	500	300	37 p.ct.	Landing and Shipping Co. of Kurrachee Ld.	125
2,150	200	100	8 p.c.	Malabar Company Ld.	100
4,000	50	all	7 p.c.	Mechanics' Build'g Co.	20
1,200	500	all	7 p.c.	Prescher & Co	375
.....	250	all	40 pc.	Vizgas Patent Slip Co	50

NEW BANK OF BOMBAY (Limited).

Statement of the affairs of the New Bank of Bombay (Limited) as on the 12th December, compared with the statement issued on 5th December :—

Liabilities.	5th Dec. Rs.	12th Dec. Rs.
Proprietors' Capital :—		
First Issue of 10,000 Shares of Rs. 500 each, fully paid	50,00,000	
Second issue of do. of Rs. 100 do.	10,00,000	
Do. do. do. paid to account of 2nd Call of Rs. 125 per share	12,45,500	
Do. do. paid to account of 3rd Call of Rs. 25 per share	2,48,875	
Do. do. paid to account of 4th all of Rs. 125 per share	12,30,750	
	87,24,880	87,25,125
Reserve Fund, invested in Government Securities	15,50,000	15,50,000
Government General Treasury Balance at Head Office	44,72,790	48,21,273
Do. do. do. at Branches.	17,28,782	18,13,016
Other Deposits	1,34,42,225	1,47,76,658
Post Bills	18,318	5,17,818
Cash Credits, undrawn	7,44,481	6,75,132
	3,06,11,447	3,23,79,072
Assets.		
Government Securities	25,64,477	25,34,363
Cash Credits, on Security of Government Paper, Bullion, and Merchandise	13,57,600	15,22,023
Loans on Security of do. do.	39,47,650	49,75,857
Current Accounts, overdrawn	11,252	11,730
Bills Discounted	1,15,96,985	1,18,20,704
Stamps	5,266	5,316
Dead Stock		
Amount applied in reduction of Rs. 5,06,997	1,15,000	
	3,91,775	3,91,997
Bullion		
Cash Balances with Correspondents	2,75,406	4,25,905
Cash and Currency Notes	1,05,90,576	1,06,41,997
	3,06,11,447	3,23,79,072

BANK OF BENGAL.

The following is the statement of the affairs of the Bank of Bengal for the week ending 8th December as compared with that for 1st December :—

Liabilities.	1st Dec. Rs.	A.	P.	8th Dec. Rs.	A.	P.
Capital	2,20,00,000	0	0	2,20,00,000	0	0
Reserve Fund	16,07,267	7	9	16,07,267	7	9
Treasury Balance	2,81,54,446	15	8	2,73,20,810	13	0
Total Deposits	2,97,93,808	3	9	3,14,34,970	2	2
Bank Post Bills, &c.	2,06,302	4	2	2,29,106	11	4
Sundries	7,89,975	10	7	8,14,089	13	9
Rs.	8,25,81,260	9	6	8,34,16,836	0	4
Assets.	Rs.	A.	P.	Rs.	A.	P.
Government Securities	1 84,21,766	8	0	1,85,36,192	4	0
Loans on Govt. Securities	78,36,244	5	1	76,99,644	5	1
Credits on ditto	33,75,196	4	11	38,85,789	2	7
Bills discounted	1,77,37,168	4	8	1,76,9,140	13	2
Dead Stock	10,76,801	0	10	10,7,652	14	9
Stamps	1,218	1	0	1,284	10	0
Balances with other Banks	7,14,623	9	0	6,84,373	10	6
Sundries	32,419	14	1	32,491	13	6
Bull on	6,89,129	7	7	6,93,354	0	10
Cash at Head Office	1,13,40,572	5	4	1,16,12,883	4	10
Do. at Branches	2,45,26,970	13	0	2,17,12,209	1	2
Rs.	8,25,81,260	9	6	8,34,16,836	0	0

BANK OF MADRAS.

The following is the statement of the affairs of the Bank of Madras for the week ending 5th December, as compared with that for 28th November :—

Liabilities.	28th Nov Rs.	5th Dec. Rs.
Capital	56,25,000	56,25,000
Public Deposits	56,02,463	52,22,238
Other Deposits	56,10,663	53,65,367
Cash Credits	2,9,031	3,31,526
Post Bill	2,13,793	2,09 710
Reserve Fund	4,00,000	4,00,0.0
Special Reserve Fund	2,04,540	2,04,540
Rs.	1,81,64,104	1,83,65,410
Assets.	Rs.	Rs.
Silver & Notes at H. Office	68 98 052	74,49 945
Govt. Reserve Cash	4,72,853	4,75,872
Govt. Securities	26 68 559	25,45,2 9
Loans	18,4 4 041	17, 2, 75
Account of Credits	4,57,251	4 49 556
Mercantile Bills discounted	32,91 516	34,80 429
Dead Stock	2,38,821	2,39,394
Bills of Exchange	7,82,950	7,66,946
Due by other Banks	14,63 084	12,36,842
Rs.	1,81,64,104	182,65,410

SHIPPING INTELLIGENCE.

The brig Amizade, 107 tons, Nacoda, will sail today for Diew, with a general cargo and twelve deck passengers.

The s s Pearl, 366 tons, Captain C Doert, arrived in harbour on the 13th instant from Coast and Cutch, with a cargo of specie, and one hundred and four deck passengers.

The Hiate Futtay Isseljmo, Nacoda, which arrived in harbour on the 13th instant from Damaun, (December 10th,) brought a general cargo and six deck passengers.

The Barque Emperor, 390 tons, Captain W Johnson, which arrived in harbour on the 13th instant from Sunderland (July 14th) brought a cargo of 625 tons coals. The vessel is consigned to the Captain.

The B I S N co's s s Calcutta, 459 tons, Captain J Melville, arrived in harbour yesterday from Persian Gulf via Kurrachee, with a general cargo, five horses, and the following passengers.—Mr Harbert, Mr and Mrs Moohon and two children, and fifty-seven deck passengers.

The B I S N Co's s s Kurrachee, 346 tons, Captain R J Scott, sailed yesterday for Katawar Coast and Kurrachee, with a general cargo and the following passengers.—For Kurrachee—Sub-Lieut F E Grainger and servant. For different ports.—One hundred and sixty-six deck passengers.

ARRIVALS.

Dec.	Vessel.	Commander.	From.
13	Pearl (s)	Doert	Cutch, Dec 10.
14	Calcutta (s)	Melville	Bussorah, Nov 27.

DEPARTURES.

Dec.	Vessel.	Commander.	Destination.
14	Baroda (s)	Fentiman	Aden and Suez.
	Ocean Bride	Le Gross	Cochin.

The brig Amizade, Nacoda, to Diew obtained her port clearance yesterday.

The following vessels were entered out for loading yesterday :—

Steamer Gwalior, to China, &c.
Steamer Arcot, to Coast and Calcutta.
Steamer Pearl, to Malabar Coast.
Hiate Fatte Ismamo, Mozambique.
Barque Queen of Ceylon, to New York.
Barque Futtay Sullem, M Coast & Calcutta.

CALCUTTA.

Dec. ARRIVALS.
10 Himalaya (s) ..... Cotton ..... Singapore, Nov 21.
Glencoe ..... Stephenson ..... Liverpool, Aug 20.
Furness Abbey ..... Hall ..... Liverpool, Aug 27.

Dec. DEPARTURE.
10 Sir J. Lawrence (s) ....

MADRAS.

Dec. ARRIVAL.
10 Khedive (s) .... Southampton.

DAILY IMPORTS.—December 14.

From London.

Kingston, 67 casks whiting, Abdoolhoosein Abdoolkahim; 12 cases varnish, and 37 casks paints, He fools Ashbee and Co; 60 barrels pitch, and 50 barrels tar, Sh mjee Abhichund; 50 cases paper, Volkart Brothers; 23 cases empty soda water bottles, Eduljee Pallonjee; 10 cases paper, John S Elmore and Co; 11 casks empty soda water bottles, Framjee Aderjee.

Konz Sverre s, 8 cask sheet zinc, Abdoolcador Budredin.

Canara s, 26 packages paper, Rhicoo S zba and Co; 11 bales paper, Abdoolally Abdoolrahim and Co; 6 casks blacking, Wallace & Co.

Strathclyde s, 72 kegs nails, Abdoolally Gulamhusen.

From Bordeaux.

Esperance, 41 hogsheads brandy, Nowrojee Ardaseer & Sons.

From Genoa.

A abia s, 30 boxes brandy, Nowrojee Ardaseer & Sons.
Asia s, 40 cases brandy, C Bouniviale & Co.

DAILY EXPORTS.—December 14.

For Liverpool.

Woodburn s, 105 bales cotton, Sir Charles Forbes & Co; 112 bales cotton, M. Munjee; 75 bales cotton, Chimanjass Maha vedass; 10 bales cotton, Viscum Vurjee; 61 bales wool, Godoo Premjee; 129 bags myrabolams, Jaitha Purshotum.

Strathclyde s, 103 bags saltpetre, Poonja Nursee; 124 bales cotton, Gaddum & Co; 107 bales cotton, Soonderdas Moolje; 44 bales cotton, Govindjee Veljee.

Coromandel s, 37 cwts coir yarn, Soonderdass Mooljee.

Emblehope s, 60 bales wool, Shamjee Verjee; 250 bales cotton, Soonderdass Mooljee; 250 bales cotton, Bhugwandass Bhawanbhoy; 150 bales cotton, Peel Cassel & Co; 44 bales cotton, Hajee Cassim John Maho ed; 140 bales cotton, Wallace & Co; 35 bales wool, Horjeewun Vurjee; 105 bales hemp, Nurhoo Soonderjee; 210 bales hemp, Lelljee Narronjee; 115 bales cotton, Guneshdass Bookaldass; 32 bales wool, Shamjee & Co; 20 bales wool, Curseondass Narsey.

For Trieste.

Pollux s, 152 bales cotton, Callianjee Pitamber.

For New York.

Lima, 9,000 bags linseed, Raili Brothers.

For Hongkong.

Gwalior s, 12 pots grass oil, and 2 pots sandlewood oil, S. and D B. Futtakia; 150 cwts sandlewood, S. N. Tulatee; 10 cases peacock feathers, Sullaman Moolahna; 8 cases peacock feathers, 24 packages byrsbole and 17 cases olibanum, Goolam Hoosen, John Momed; 34 packages byrabole and 51 packages cloves, Burjorjee Ruttonshaw & Co; 62 cwts samadia stone, Treecomjee Hemraz; 17 packages byrabole, 15 bottles quick silver and 25 bales twist, Ebram Noordin & Co; 12 cases peacock feathers and 1 case fishmaws, Dawood Mahomed; 23 cases fishmaws and 69 bundles sharkfins, Mahomedhoy Rowjee; 13 cases sharkfins, Mahomed Allam; 11 packages sharkfins and fishmaws, Ruzubally Alimza; 10 cases olibanum, Moladina Veerjee; 17 cases olibanum, F. M. Dama; 30 bundles sharkfins, Sullaman Mahomed; 277 bundles sharkfins, Suchoo Khakee; 67 bundles fishmaws and sharkfins, Hajeebhoy Essa; 11 cases fishmaws Meeranjee Hoosenbhoy Dama; 7 cases fishmaws, Rahimbhoy Alladinbhoy; 85 bales cotton, Enderjee Moonay; 16 chests opium, Hajee Adam Esmail and Co; 18 chests opium, Dewjeebhoy Goolam Hossan Sons and Co; 11 chests opium, Nursey Kessowjee and Co; 25 chests opium, Ramdass Rhimjee and Co; 19 chests opium, Sorabjee Nusserwanjee; 29 chests opium, Curimbhoy Ebram; 13 chests opium, Rehemoobhoy Hahibhoy; 21 chests opium, Hajee Ahoola Noor Mahomed; 26 chests opium, S E Sassoon; 149 chests opium, David Sassoon and Co; 98 chests opium, Tata and Co; 52½ chests opium, E D Sassoon; 6 chests opium, Cursetjee Bomanjee Co; 19 cases mother o' pearl shells, Narotum Jaitha; 5 chests opium, Kalooram Harmookhey; 10 boxes broken glasses Futtabhoy Amejbhoy; 1 chest opium, Sareram Dowlutram; 7 chests opium, E D Sassoon; 12 chests opium, Hajee John Mahomed Abdool Khaluck.

For Shanghai.

Gwalior s, 13 chests opium, David Sassoon & Co; 21 chests opium Jassaj Nowrungroy; 27 chests opium, Ebram Noordin & Co; 20 chests opium, Nursey Kessowjee & Co; 9 chests opium, Bhrychund Joomra; 34 chests opium, Hojareemul Nursingdass; 22 chests opium, Rehemoobhoy Habibbhoy; 91 chests opium, Bunseeram Savukram; 7 chests opium, Goolraz Sunganey; 10 chests opium, Cursetjee Bomanjee.

MILITARY INTELLIGENCE.

The Morse system of signalling having been found to be better adapted to the military service than the code now in use, the Field Marshal Commanding-in-Chief has declared that the former mode of communication will in future be adopted in the Army. Code books will therefore no longer be required, and will be withdrawn so soon as the instructions in course of preparation are ready. Certificates granted at established schools for signalling in India will, however, hold good in England, the possessors of such certificates being subject to a text examination at the school of Military Engineering, Chatham.

ARRIVALS—December 3.

Wood, Conductor, Bombay Ordnance Department, on sick leave, from Ahmedabad.

December 11.

Grainger, Sub-Lieut., Bombay 28th Regt., to rejoin, from Poona.
Babbage, Colonel, Bengal (retired from 12th Dec.), from Punjab.

December 12.

Houghton, Colonel, Bombay 3rd Regt. N. I., on leave, from Ahmedabad.

December 13.

Mackenzie, Surg., Bengal 1st Punjaub Infantry, to appear before a Med. Board, from Edwardsabad.

DEPARTURES—December 12.

Teed, Lieut., Bombay Staff Corps, on duty, to Mhow.
Gerrard, Sub-Lieut., Bengal 65th Foot, to join, to Lucknow.

December 14.

Anderson, Colonel, Bombay Pol. Agent, on furlough, to Europe.
Cox, Colonel, Bengal Staff Corps, on furlough, to England.
Grainger, Sub-Lieut., Bombay 56th Regt., to rejoin, to Kurrachee.
Babbage, Colonel, Bengal (retired from 12th Dec.) to England.
Lamb, Vet. Surg., Bombay Vet. Dept., on duty, to Ra cote.
Simpson, Surg. Major, Bombay Ind. Med. Dept., on duty, to Aden.

NORTH-WESTERN PROVINCES ORDERS.

By the Lieut.-Governor.

(*North-Western Provinces Gazette*, Dec. 12)

The undermentioned Officers have been granted leave of absence :—

Mr G E Low, Asst Mag and Collr, twenty-two months' furlough, with effect from the 30th Nov 1874, together with the usual subsidiary leave.

Mr W A Howe, C S, one month's privilege leave, with effect from the date his services were replaced at the disposal of this Govt.

Mr W R Barry, Asst Mag and Collr, Bulandshahr, eight days' leave, with effect from the 30th Dec 1874, or subsequent date, to on the him to attend the examination in Oriental languages to be held at Calcutta in Jany, 1875.

Lieut-Col G Wheeler, Cant Mag, Chakrata, two months' privilege leave, with effect from the 2nd Jany, 1875.

Surgn R Reid, Civil Surgn, Farukhabad, the usual preparatory leave to enable him to appear before the Medical Board at Bombay, with effect from the date on which he may avail himself thereof.

His Honor the Lieutenant-Governor has been pleased to make the following promotions.

Consequent on the vacancy caused by the death of Rai Debi Parshad, Extra Asst Comr, Jhansi—

Mr W R Tucker to be Extra Asst Comr, 3rd class; and Mr H C Roberts to be Extra Asst Comr, 4th class.

Mr H Panandh, Asst Engr, 3rd grade, having passed on the 11th ultimo the examination prescribed in the Public Works Code, is promoted to the rank of Asst Engr, 2nd grade, from that date.

Privilege leave of absence for one month is granted to Mr W A Francken, Asst Engr, 2nd grade, and Depy Supt, Roorkee Workshops, from the 1st instant, or from such subsequent date as he may avail himself of the same.

Mr A E Rose, Apprentice Engr, joined the Allahabad Provincial Division on the 14th Nov.

The following officers of the Irrigation Establishment, N-W Provinces, having been placed at the disposal of this Govt by the Govt of Bengal, are posted to the 1st Circle of Irrigation :—

Mr R A Cordner, and Mr R Foley, Ex Engrs, 4th grade.
Lieut R Bromley, R E, Asst Engr, 2nd grade, left the Northern Division on the 7th Nov 1874, and joined the Anupshahr Branch, Ganges Canal, on the 8th idem.

Mr W E Garden, Asst Engr, left the Bhongaon Division, Lower Ganges Canal, on the 14th Nov, 1874, and joined the Bulandshahr Division, Ganges Canal, on the 16th idem.

PUNJAB GOVERNMENT ORDERS.

(*Punjab Government Gazette*, Dec. 10.)

The undermentioned officers have been declared by the Central Committee of Examination to have passed the prescribed examination in Pushtu :—

Mr T Hogan, Extra Asst Comr, Mr R Udny, Asst Comr and Mr J Coldbey, Ext a Asst Comr.

Mr J C McDonell, Asst Conserv of Forests, has obtained privilege leave of absence for ninety days, with effect from the forenoon of the 1st Dec 1874.

Mr Udny, Asst Comr, is transferred from the Kohat to the Rawalpindi district to hold charge of the sub-division of Attock.

Mr U ny is in d at Attok on the 22nd Oct 1874.

Mr W Jenkyns, Asst Comr, from the Derah Ismail Khan is transferred to the Derah Ghazi Khan district, as a temporary arrangement, to hold charge of the sub-division of Rajanpur.

Mr Jenkyns ineted at Rajanpur on the 26th Nov 1874.

Surgn Maj J E T Aitchison, M D, Civil Surgn, Murree, is appointed to the medical charge of the Hon the Lieut-Gov's Camp.

Surgn-Maj A Guthrie, M D, in medical charge of Murree Convalescent Depot, is appointed to office as Civil Surgn of Murree in addition to his other duties, as a temporary arrangement vice Dr Aitchison.

Major E A C Lambert, Fl S C, whose services have been temporarily placed at the disposal of this Govt, is appointed to officiate as Cant Mag of Rawalpindi during the absence of Col J W F Beau, on furlough, with effect from the forenoon of the 23rd Nov 1874.

Surgn J Young, officiating in medical charge of the 29th N I, Peshawar, who e services have been temporarily placed at the disposal of this Govt, is appointed to officiate as Civil Surgn of Sialkote until further orders.

Capt E R Conolly, Asst Comr, is posted to the Peshawar district which he joined on the 25th Nov 1874.

Mr H Turnbull, Asst Supt of Police, is transferred from the Hissar to the Ambalah district.

Mr H J G Reid, Offg Asst Dist Supt of Police, is transferred from the Lahore to the Jhandiar district.

Capt John Ronald Campbell, 2nd Punjab Cavalry, is granted leave of absence on urgent private affairs from the 10th Dec 1874 to the 9th Feby 1875, to visit Lahore.

The following Orders are confirmed :—

Lahore Division Orders, dated 1st Dec 1874, directing Surgn-Maj F Williams, recently returned from furlough, to receive medical charge of the Lock Hospital at Ferozpur from Surgn Maj E O Tandy.

Abbottabad Station Order, dated 25th Nov 1874, appointing Surgn-Maj S Mackenzie, 5th Punjab Infantry, to the medical charge of the Hazara Mountain Battery, in addition to his other duties, vice Surgn-Maj Johnston, 4th Punjab Infantry, proceeding with his regt to Kohat.

Dera Ismail Khan Station Order, dated 21st Nov 1874 appointing Capt J G Stewart, 5th Punjab Cavalry, to officiate as Station Staff Officer during the absence of Capt S J Browne, 6th Punjab Infantry, Station Staff Officer, on escort duty.

E Warehouse Station Order, dated 24th Nov 1874, appointing Capt R C Clifford, 2nd Punjab Cavalry, Station Staff Officer, vice Capt Lance, proceeded to Kohat.

2nd Punjab Infantry—Regimental Order, dated 7th Nov 1874, making the following temporary appointments consequent on the departure of Capt A H Turner, Wing Officer, on furlough :—

Capt A D Tretfell, Adjt, to officiate as Wing Officer.
Lieut J M Lewes, Qr Mr, to officiate as Adjt.
Lieut C G Mansel, 2nd Wing Subn and Offg 1st Wing Subn, to officiate as Qr Mr.

Directing Lieut J M Lewes to officiate as Wing Officer in addition to his other duties, during the absence of Capt A D Stretfell at Garrison Instruction.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail. closes.	After	packet
United Kingdom	Dec. 21	6-30 P.M.	...	7 P.M.
Kurrachee	Dec. 18	11 A.M.	...	12 NOON.
Persian Gulf via Kurrachee	" 18	11 A.M.	...	12 A.M.
Australian	" 27	3-30 P.M.	No after packet	
China	" 15	3-30 P.M.		
Mauritius and Reunion	" 23	6-30 P.M.	...	7 P.M.
Zanzibar, &c.	" 23	6-30 P.M.	...	7 P.M.

OVERLAND MAIL.

In supersession of this Office Notice of the 9th May last, it is notified that as the Overland Mail Steamers of the P. & O. S. N Company will leave Bombay every Monday soon after 7 P.M., the following revised arrangements in the hours for closing Mails will come into operation :—

Letters will be received at the General Post Office up to 5-30 P.M.
Newspapers, Books, and Patterns, up to 3 P.M.
Registered Letters up to 7 P.M.
Registered Letters if fully prepaid together with an extra fee of 2 anna, will be received at the General Post Office between 2 and 4 P.M.
Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Wellington Pier Post Office from 5-30 to 6-30 P.M.
The latest hour for posting Overland covers at the several Branch Post Offices will be 2-30 P.M.
Fully prepaid letters will be received on board the Overland Mail Steamer after 5 P.M. and up to starting time (7 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.
The postage chargeable on letters sent to the countries mentioned below *through Trieste* is as follows :—

	Present Rates per ½ oz.	Revised Rate per ½ oz.
	Annas	Pies. Annas Pies
Austria, Luxemburg German States, Austrian Post Offices in Turkey	8	8 0
Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia	9	4 9 0

Postage by the Brindisi route.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows :—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.
Each Newspaper per 4 ounces—annas 2.
Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie; not exceeding 2 ounces—annas 2, 8 pies; not exceeding 4 ounces—annas 4, 8 pies; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi optional, and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conformintions conditions, be forwarded via Southampton.

The Overland Mail Steamers will leave Bombay as under :—

	7 P.M.		7 P.M.
Monday	Dec. 21	Monday	Dec. 28

CHINA MAILS.

China and Australian Mail Steamers will leave Bombay as follows :—

	3-30 P.M.		3-30 P.M.
Tuesday	Dec. 15	Tuesday	Jan. 12
"	" 29	"	" 26

DESPATCH OF INLAND MAILS FROM BOMBAY.

Revised Table of the hours for closing the Inland Mails which came into force from the 1st July and will continue so until further notice :—

Mails.	At General Post Office. Ordinary Letters, &c.	After-Packet.	At Branch Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for all Post Towns on the N. E. Line of the G. I. P. Railway.	8 A.M.	9-30 A.M.	7-30 A.M
For all Post Towns on the S. E. Line of the G. I. P. Railway, for Poona and Madras Presidency; also for Goa, Sawunt Warree, Deccan, and S. M. Country.	12 NOON.	12-30 P.M.	0-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona	5 A.M.	5-30 A.M.	5 P.M. of previous day.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	4 A.M.	6 A.M.	5 P.M. of previous day.
For ditto in Southern Concan, i.e., for Peen, Nagothna, Mhar, Khed, Dapoolee, and Rutnagherry	6 A.M.	.....	5 P.M. of previous day.

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

DOMESTIC OCCURRENCES.

[The charge for notifying a domestic occurrence is two rupees, the announcement must be authenticated.]

BOMBAY.

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

THE VICEROY AND A NATIONAL GALLERY FOR INDIA.

CALCUTTA, 14TH DECEMBER.

His Excellency the Viceroy, in his speech at the opening of the Fine Arts Exhibition, regretted that the Government of India and Indian society had hitherto neglected to form a National Gallery.

PROSPECTIVE OPENING OF A NEW TRADE ROUTE TO YARKAND.

The Viceroy intends visiting the Maharaja of Cashmere in the spring to arrange for the opening of a road to Yarkand which has been ascertained by Sir Douglas Forsyth's mission to be the best for trade.

THE COST OF THE BENGAL FAMINE.

In Sir Richard Temple's report, submitted to the Government of India on the 31st October, the whole cost of the Famine was estimated at five and three quarter millions. The actuals will be known by the end of January excepting the advances. The maximum number of persons assisted by the State at the worst period of the famine was four and half millions. The maximum in the original estimate was three millions and nine hundred thousand. But this excess in numbers is more than compensated for by the short duration of the famine, which was estimated to last till December, but actually stopped in October. This is due to two causes, viz.: the stocks of grain hoarded were much larger than was anticipated, and the energy of the cultivators made the autumn crop the largest ever known. The whole quantity of grain carried into Behar was nine hundred thousand tons—that is, four hundred thousand by Government and five hundred thousand by private trade. The activity of traders was very remarkable. They brought down from the North West Provinces and the Punjaub every ton that the railway could carry, and actually did more than Government. This is the result of lowered rates of freight, which made imports profitable. Without rail ways, probably the work of feeding the people could not have been accomplished.

DISTRIBUTION OF PRIZES TO THE STUDENTS OF THE SERAMPORE COLLEGE BY SIR RICHARD TEMPLE.

CALCUTTA, 14TH DECEMBER.

Sir Richard Temple distributed the prizes to the students of the Serampore College this afternoon at half past four o'clock. He addressed the assembly at considerable length in an interesting and eloquent speech. There was a large number of people present.

ESTABLISHMENT OF A SCHOOL OF ARTS AT LAHORE.

ALLAHABAD, 14TH DECEMBER.

The Secretary of State has sanctioned the establishment of a school of Arts at Lahore with Mr. Kipling, of Bombay, as Principal.

AFFAIRS ON THE SIND FRONTIER.

Captain Sandeman, Deputy Commissioner of Dehra Ghazee Khan has been summoned to Calcutta in connection with Sir William Merewether's presence there and the affairs of the Scinde frontier generally.

THE DUFFLA EXPEDITION.

ALLAHABAD, 14TH DECEMBER.

The Duffla Expeditionary Force advanced on the 13th to enforce the Government conditions, the proposals of the chiefs being deemed unentertainable. Twenty-five captives are reported as having died. Probably they have been sold to the Abors. Fukfie repudiates the committal of any outrage, though possessing captives.

[REUTER'S TELEGRAMS.]

CENTRAL ASIAN AFFAIRS.

LONDON, 13TH DECEMBER.

A telegram published in the *Times* states that the Russians are now making a campaign against the Turcomans, and that the Tchikishlov column is marching up the valley of the Attrek, whilst the Patrolovsk force has crossed the Amou Daria and commenced operations on Khiva.

PARLIAMENT.

It is announced that Parliament will re-assemble on the 5th of February.

THE ANNEXATION OF DARFUR.

The annexation of the Kingdom of Darfur, to Egypt, which the Viceroy has been negotiating for some time, has now been agreed to by the former power.

OBITUARY.—Mr. William Urquhart Arbuthnot, member of the Council for India.

LOSS OF THE STEAMER MONGOL.

HONGKONG, 13TH DECEMBER.

The steamer Mongol is reported to have been totally lost at sea.

TRIAL OF COUNT ARNIM.

BERLIN 14TH DECEMBER.

Among the documents embezzled by Count Arnim is a letter written by Prince Bismarck in December 1872 in which he expresses his preference for a Republican Government in France, and giving as his reason, that a Monarchy would be calculated to restore alliances with the other Great Powers and thus become dangerous to Germany.

The editor of the Ultramontane organ "*Germania*" who is also a member of the German Parliament, has been arrested and sentenced to undergo one year's imprisonment for an offence against the Press Laws.

The German gunboats that have been lately cruising in Spanish waters have been recalled.

THE MAILS.

LONDON, 12TH DECEMBER.

The Bombay Mails of the 23rd ultimo were delivered in London to-day.

LONDON, 12TH DEC., AFT.

The Liverpool Cotton Market closed with prices barely supported, Surats. Arrivals 1/16th lower; very depressed.

The London Cotton Market closed in favour of buyers.

Fair Dhollera, 5d.

Exchange on India	1s. 10d. to 1s. 10¼d.
Oriental Bank Shares	£45-10
Chartered „ „	£14-10
Do. Mercantile „	£25
Hongkong & Shanghai Shares	£26
Total Coin in the Bank of France	£52,625,000
Do. Notes in circulation	£101,875,000
4 per cent. Rupee Paper	94½.
4½ do. do.	95½.
5½ do. do.	101¼.
3 per cent. Consols, for account	92.
5 do. French Rente, 1872	98½.
Bar Silver	57¾.

Dr. Niven arrived at Matheran on Wednesday last and received charge of the Office of Superintendent from Dr. Simpson.

The *Englishman* states that Mr. Grant Duff is not expected in Calcutta before January, when he will be the guest of the Viceroy.

It is reported that the Calcutta Trades' Association are about to memorialize the Viceroy to pass an Act of the Legislative Council for the incorporation of the Association.

The *Rangoon Times* informs us that a mission from His Majesty the King of Burmah to the Governor General consisting of three or four Ministers of rank, will shortly proceed to Calcutta by one of the British India boats.

The crop and weather reports for the week ending 12th instant are briefly summarised in the N. W. Provinces' Official Gazette as follows:—District reports contain nothing of importance. No rain has fallen, and prospects are unchanged.

It appears from the report on the Revenue Administration of the Province of British Burmah during 1873 74, that the quantity of rice exported to Indian ports during the year exceeded the average annual exports of the previous three years by about 175,000 tons.

The ship British Princess, which arrived at Calcutta last week reports that, on September 12th in Lat. 13° N. long. 25° W. the ship was struck by lightning by which she lost her fore and main top-masts and mizen top-gallant-mast; and subsequently, between October 29th and November 1st, in Lat. 40° S. to 39° S.; long. 40° E. to 51° E. she encountered a heavy cyclonic gale in which she lost bulwarks and boats. The Barometer fell to 28° 70".

We (*Madras Mail*) stated the other day that the cost of repairing the damage done on the Madras Railway had been estimated at as high a figure as £250,000. We are glad to hear, however, on the best authority, that this estimate is very much beyond the mark, and could only have been arrived at on the supposition that it would be deemed advisable to reconstruct all the bridges on a different plan. The repairs of the present bridges will not, we are assured, cost more than two lakhs, or £20,000.

It is, says the *Rangoon Gazette*, interesting to note the rapid progress that the Irrawaddy Valley Railway is making. Bit by bit the course of the line is becoming more marked, and before long we may be hearing the familiar sound of the locomotive whistle. The temporary workshops are completed and rails laid down for the accommodation of the wagons and locomotives. A complete locomotive was received by the Steamer before last, and a very large quantity of rails by a previous vessel, which are now being distributed at various points along the line. A number of wagons are nearly completed, and will soon be at work—and every endeavour will be made by Mr. Ives to erect the locomotives and to get them running as soon as possible.

From the Collector's report of the general character and prospects of the season 1874-75 in the Ahmednuggur Collectorate, we find that the average rainfall was 29 inches, nearly, and that the state of public health was good generally. Cattle disease had prevailed to a slight extent in some of the villages. The khureef crops have been slightly above the average and would have been very abundant but for the heavy rains in October. The September rain was favourable to the sowing of rubbee, which, however, was somewhat delayed, owing to the rainfall being too heavy. Want of later rains has caused the crops to suffer in the poorer and lighter soils, more especially in the western half of the collectorate, where the loss will be considerable. Water is plentiful.

The *Rangoon Mail* of the 5th instant says:—In a few days the second expedition from British Burmah to Western China will leave Rangoon, Colonel Horace Browne and Dr. Anderson having arrived by the last steamer. They are to be accompanied by a few picked and well armed Seikh sepoys, and in this instance are better cared for than the Sladen party, which only had badly armed and worse drilled policemen for their protection. To Momien the ground has been already traversed by Dr. Anderson, and Burmese diplomacy will hardly be able as it did in 1868, to harass and delay the English explorers. The Kachins who occupy most of the road from Bhamo to Momien are not now unfriendly to us as they were then inclined to be, owing to Burmese machinations. We hope the King of Burmah really intends helping Colonel Browne and his party, but, even if he does not, the worst he can do is to delay them at Bhamo for carriage. Once started from Bhamo, Burmese influence ceases, and Chinese help, at Momien, we suppose the Government have arranged for. Every one interested in this province will heartily wish the gallant explorers God speed. If their enquiries show that no great difficulties exist in directing the trade through Upper Burmah to Rangoon, this port will in another ten years rival any in India.

It seems that the Hooghly Bridge, however great a boon to the public generally, is likely to prove very obstructive to the shipping interests of Calcutta. We are told that the bridge has been placed, where it is, at the cost of some twenty sets of moorings, and, as a consequence, vessels are obliged to remain for days in Garden Reach until vacant moorings can be found for them. It has been proposed by some to lay down moorings on the opposite side of the river to Calcutta, but this is not deemed to be practicable as the bank shelves too much. The *Indian Daily News* makes a very useful and sensible suggestion, viz.:—that by the further outlay of some £50,000 an expedient which is in operation on the Clyde and other rivers at home, by which the river remains permanently open for the passage of ships without inconveniencing the bridge traffic, might be adopted. This, as we understand it, is by having two ways, or draw bridges from the shore to the main structure, the space between them forming a dock. A vessel, then, wishing to pass the bridge, the drawbridge nearest to her is withdrawn, the traffic meanwhile passing over the other, and, as soon as she is berthed in the dock, the bridge again closes and the other drawbridge opened to admit of her exit. Our contemporary says that this plan had already been suggested to the Government, but that nothing had come of the suggestion.

Major-General J. T. Grant, C.B., has relinquished the command of the Poona Division, his term of office having expired. He left for England by the Mail Steamer yesterday. Colonel Romes, R.A., as senior officer at Poona, has assumed the temporary command of the Division until the arrival of Major-General Lord Mark Kerr, who succeeds the departing General. Major-General Grant has issued the following farewell order to the troops lately under his command:—"On the expiration of my tour of duty with the Poona Division, I must express my hearty thanks to all who have so cordially co-operated with me in maintaining its efficiency and discipline My thanks are especially due to the Staff of the Division, to those that are at present engaged in their important and responsible work, as well as to those who have officiated at various periods, for the energetic and excellent manner in which all have performed their duty. Commanding Officers of Corps by their zeal and assiduity have kept their Regiments in good order, and well up to the mark in drill and discipline, and they have been well supported by their officers. Interior economy has been most carefully watched over and the best efforts made to infuse a proper *esprit de corps* among all ranks. I shall ever look back with pride on the Command I am now vacating, and, in bidding the Poona Division farewell, I most sincerely wish all—from the senior Officer to the youngest soldier,—a long, a happy, and a prosperous career."

The Madras papers tell us that the weather was very rough there on Thursday. The steamer Khedive arrived in the morning having several distinguished passengers on board: among them the Hon'ble Miss Baring and the Hon'ble Captain Baring and Colonel Sturt, on their way to Calcutta, also the Hon'ble Mr. and Mrs. Hobart and Miss Hobart. Captain Hobart accompanied by two other officers of the Governor's personal Staff went off to receive them and, owing to the state of the weather, were compelled to pass the night on board. The surf was so heavy that it was only with great difficulty and at much risk that a landing could be effected. A Masulah boat, immediately after landing a lady on the ladder of the pier was swamped and two of her crew were carried out beyond the surf who, however, succeeded in gaining the shore by swimming. The Hon. Mr. Justice Kernan and his daughter made the attempt to reach the shore and had got very near to the pier, but the surf proved too formidable and they were compelled to return to the ship. After the accident alluded to above, the Master Attendant ordered the signal to be hoisted to stop landing, and the appearance of the weather was so threatening that he remained at his office throughout the night. During the afternoon the Captain of one of the ships in the roads offered Rs. 30 to be taken off to his vessel, but none of the boatmen were willing to venture out.

THE TEA INDUSTRY AT DARJEELING.

(*Darjeeling News.*)

We have been enabled to obtain a very accurate estimate of the quantity of tea manufactured in this district since 1870, which may be of interest to our readers. In 1870, 17,500 maunds of tea were manufactured in the Hills, and 3,500 maunds in the Terai; total 21,000 maunds. In 1871, the outturn was 25,000 maunds in the Hills and 5,500 maunds in the Teria; total 30,000 maunds. In 1872, the Hill tea amounted to 27,000 maunds and that from the Terai to 7,000 maunds; total 34,000 maunds. In 1873, 26,500 maunds from the Hills and 8 500 maunds from the Terai; total 35,000 maunds, This season will probably close with 32,500 maunds from the Hills and 11,500 maunds from the Terai, total 45,000 maunds.

In other words, over 5,892 tons of tea have been manufactured in this district during the four years under review.

There has been a very great increase in the outturn this season as compared with previous years, this is partly due to new gardens having begun to bear, but we think the chief cause of the increase is due to a better supply of labour having been available this season, as acre for acre of mature plant, the outturn has been larger than the average. Owing to dearness of food, the coolies had to exert themselves and work full, sometimes, even over time, which, when food is plentiful and cheap, they will not do, the average number of day's work done in the month in ordinary years being only about 21 days.

As regards weather, the past season cannot be said to have been an extraordinarily favourable one. During spring it was very dry and unfavourable to the flushes both as regards quantity and quality, and this unfavorable state of the weather continued till June.

June and July were very good months, and August, was fair, but September and October were decidedly under the average, though the flushes continued later this season and a good deal of tea was manufactured in November, against none during the corresponding month, of last year.

It will probably be found that the season was not on the whole favourable to the manufacture of fine tea and it is probable that the Pekoes generally will be found deficient in tip compared with those of last year. The success in other respects being due chiefly to the favorable state of the labour supply.

It will be noticed that the outturn for this season is more than double that of 1871. The greatest proportionate increase made from any one year to the next was from 1870 to 1871, this is to be attributed entirely to an improved mode of plucking adopted at that period throughout the district generally.

The increase in 1872 would have been much greater had it not been for the severe and disastrous epidemic of Cholera imported into this district, in that year, by coolies returning from the Looshai expedition. While on this subject we cannot help remarking, that planters will probably have the inimical action of Government to thank for a similar outbreak next year, when the coolies return from the Duffla expedition. The crop of 1873 would undoubtedly have been greater had it not been for the scarcity of labour directly caused by the Cholera epidemic of 1872.

THE SIMPLE TALE OF GUNNESH HURRI.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—I send you a "Simple Tale." The enthusiastic student of tautology will observe; that I have endeavoured to imitate Milton's celebrated "Ode to Napoleon." You have no idea how difficult it is to get a good rhyme sometimes. It took me two days to collect the hair I tore out over some of them. I am doubtful about this Poem,—not quite sure whether it is large, or SMALL POTATOES.

"Gunnesh Harri" was a "Native"
Neither very rich nor poor
And his eldest son,—putative,—
Played about before his door.

And as Gunnesh, tender-hearted,
Gazed upon his little boy
While he with his comrades darted
Hither, thither in his joy.

Smiled he sadly, but yet proudly,
For he said within his mind,
—Fearing now to say it loudly,
Lest his friends should scoff, unkind.

Said—"That little rascal playing
Sweetly in the scented mud,
May be, while these words I'm saying,
Judge of Sessions—in the bud."

"May be haughty Judge, Collector,
Maharaj and Khudawaund;
Of the poor the great Protector,
Son of Gunnesh Harrichund."

"I will give him education,
Make him M. A., D. C. L.,
Make him ruler of the nation,
Burra Sahib—Howling swell."

Like Alnaschar with his basket,
Though without the prompt result,
Thought poor Gunnesh pleasant task it
Is, till he becomes adult.

"I shall spend some paisa,—money,—
Send him to the village school,
And it would be very funny,
If he should turn out a fool."

"Yes, I'll spend some money—Paisa,
Tho' my heart it sorely tear;
That my son may be a wiser
Man than his fore-fathers were."

So he spent some cash—Rupaiya,
And to school his son he sent,
If he didn't (the young liar)
Go, he always said he went.

Often the fond Father proudly
Asked his little bony boy,
"Now, my Gunnesh, speak out loudly,
Will you be your Father's joy?"

"You shall be well educated,
I will pay, but you must learn;
And I hope it is not fated
That I shall have no return."

Gaily, then, his Pan Sopari
The fond anxious Father chews.
—And t'was wonderful, how far he
Could eject the betel juice.

While his little boy makes answer
In choicé words he cannot spell
"O! good morning!—Yes, I can Sir,
Speak the English very well."

"Wah! wah!" about the friends admiring,
And, on second thoughts,—"Shah-bash!
We were never so aspiring;
For we never had the cash."

"Of the present generation,
His will be the honoured name
And no one in all creation,
But will envy him his fame."

Then the Father stroked his stomach,
Which he daily filled with ghee;
And in order to make some ack-
Nowledgment, thus answered he.—

"O my friends you surely flatter,
This poor humble little lad!
It's a much less easy matter,
To be good, than to be bad."—

"When my son becomes Collector,
(Here he stepped awhile to spit)
You will find him your Protector,
And who else is half so fit?"

"When too he has grown yet older,
And in Council takes his seat,
He will turn you no cold shoulder,
But you all as brothers greet."

"Then, in the great days before us,
Surely Governor he'll be;—
And you'll see how he'll rule o'er us;
Then you'll call him—Ex'lency"

"You my friends shall all have places,
—Plenty pay and too much ghee,—"
Oily shall be all your faces,
And so fat, you scarce can see!"

"For the British Raj paternal
Has found out it's just as well
Hindoos should have all the kernel,
For they much prefer the shell."

Thus he spoke, and then a murmur,
From the various friends arose.—
"Thank you's" not a Hindoo term, or
They'd have said it, I suppose.

But they all put on their slippers,
Or, if you prefer it,shoes,
Big as ships, (and they the skippers
Setting out upon a cruise.)

And salaaming each profoundly,
Went with chuckles from the door;
To begin abusing roundly,
What they had so praised before.

Off to College then went Gunnesh,
Where poor Shakespeare's plays he read;
And 'twas nuts to hear him punish
That poor party's figure-head.

But 'twas worse when once he acted
With a great Dramatic club;
And immense applause extracted
In the pleasing part of "Scrub."

Then up to Matriculation
Tremblingly poor Gunnesh went—
Greater still his tribulation,
When he, plucked, away was sent.

Sadly wrote he to his Father,—
"O my Father I am ploughed;
And I very much had rather
Go and hide me from the crowd."

"I will go back to your mansion,
Will go back and live with you;
Where my soul will find expansion,
And I shall have nought to do."

So his native village sought he;
And the friends collected there,
For they said, "How surely ought we
To congratulate his 'Pere.'"

'Certainly, he's not Collector,
Maharaj nor Khudwaund;
Of the poor the great protector,
Son of Gunnesh Harrichund!'

"But he's been to Bombay city,
Been to University,
Where there's much that's very pretty,
Much that we shall never see."

"So," they said, "we will make some tum-
asha; join in Minstrelsy;
Furiously sound the tum-tum,
Twang the artless Saringee."

"Then his father, sure, will feed us;
And 'tis always safe to be
Well with those who've power to lead us
To a feast of flour and ghee."

So he came back to his village
Hailed by all this Rooshy,
Who most kindly helped to pillage
Piles of bilious Cookery.

Now he sits with hands before him,
Or he sleeps his time away;—
While the sound of peaceful snoring
Marks the passage of the day.

TAX MACHINERY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—I see from an advertisement in your columns that the Imperial Government are about to revise the Customs Tariff. As such I deem the time *apropos* to put forward the proposition that all machinery intended for spinning and weaving purposes should be made subject to duty. Machinery of all kinds was declared free on import, in view, I understand, of encouraging manufactures; it cannot be said that this particular industry still requires the fostering care of a Government. Nor do I think that a tax, such as I speak of, would affect the cloth trade. I believe that it would fall entirely on the capitalists who are embarking their money so profitably on mills, and who do not pay back any proportion of these profits to the State, since the abolition of the Income Tax. Even if the tax did eventually fall on the consumer, it would inappreciably enhance the cost of the fabric, and the addition would be so trifling that the consumer would pay without feeling it.

Again, the Marquis of Salisbury admits that what the Manchester people ask for is just, but declines to do anything for them on the plea that it would not be safe to relinquish any portion of the £800,000 the duty on piece goods brings into the State coffers. The course that I advocate will, in a small measure, bring about the equalization that he allows ought to exist; and yet it will not endanger the Government Revenue. A great quantity of material passes through the Custom House free, when imported under the designation "component parts of machinery", which would be subject to duty were it being imported by private individuals on their own account. Even in the case of mills already established and doing an extensive trade, there is a continuous flow of materials for repairs and extensions, which are all passed free, on what principle, but that of enriching the shareholders, I cannot understand, seeing their business is so far from requiring encouragement. Finally, it is the duty of a Government to watch over all things that are likely to do good for the country. Now, I am not sure that the growth of this industry will not be spoiled, and made to serve the purposes that Reclamation Companies served here some years back. There is unwholesomeness in a too rapid growth, and if the smallest check can be used, I submit it ought to be applied with a view to preserve what we already have. OLIVER TWIST.

13th December 1874.

HYDERABAD (MOUL ALI) MEETING.

[FROM OUR OWN CORRESPONDENT.]

LAST DAY, SATURDAY, 12TH DECEMBER 1874.

The meeting concluded with three races, two of which were of no small interest to the curious, as testing the powers of the two cracks, Timbertop and Marquis, but to more thoughtful sportsmen they savoured of cruelty. To put 11 stone on to an Arab may bring a first and a second class horse together; but after all it may well be asked whether the game is worth the candle to the owner of the horse. It would be more humane no doubt to put a feather weight on the rubbish, but then no one can be found to ride the weight, and, the race falling through, the stewards are as badly off as they were before. "To make a race" therefore Timbertop was asked to give Putney 2 stone, and Marquis again conceded to Banting 21 lbs, and to Eldrum 31lbs. This may be giving an opening to those who are fond of backing an outside chance in the Pari Mutuel, but we cannot conceive how it can pay Timbertop's owner to effect such a splendid performance as to-day's with only a fourth share in a small lottery, and to cut himself off from all chance of ever backing his horse at satisfactory odds. However, it was worth coming a 'Sabbath day's journey' to see two such sights as this morning's. Timbertop has once carried nearly 10 stone to victory over 1½ miles in 2'44 at Poona, and 12·3 has not stopped a very celebrated crack from doing the same distance in 2·54. Tyrell was very confident of both his mounts on the top weights, and on the part of Mr. Covey a level £50 was offered on the pair for the double event. That this confidence was not misplaced we shall now show.

First Race.—"The Stewards' Purse"—Rs. 500 from the fund, for all winners during the meeting at Rs. 50 for each race won. 1½ mile.

	st. lb.		
The Nawab Dilawur Nawaz Jung's	b aus gelg Timbertop	10	4 Tyrrell... 1
Nawab Ahmed Khan Sahib's	b aus gelg Putney	8	4 Vinall ... 2
	Time 2m. 50s.		

In a lottery worth Rs. 870 Putney sold to outsiders for Rs. 100, and his owner could only obtain one fourth of Timbertop who sold for Rs. 310. Very little business was done in the Pari Mutuel for public opinion was so high in favour of Tyrell's mount, that they were stalled off what was considered a certainty. Putney went away with a slight lead, which he maintained until ⅔ of the distance were traversed, but they came into the straight very nearly together. Here Timbertop's rider was thought to be on him a little and the spirits of the fielders rose. Certainly Tyrell did use his whip for a few yards, but at the distance he just patted his horse's neck, and he left Putney at once and won by four lengths.

Second Race.—"The City Purse"—Rs. 500 from the fund. For all Arabs that have won during the meeting at Rs. 50 for each race won. 1½ mile.

	st. lb.		
Mr Covey's	b a h Marquis	11	0 Tyrell 1
Mr. Merry's	b a h Banting	9	7 Vinell 2
Nawab Dilawur Nawaz Jung's Bahadur's	g a h Eldrum	8	11 Williamson. 3
Do.	b a gal Scounder	7	2 Lazar 0
	Time 3m. 4s.		

In a lottery of Rs. 1,190 Marquis sold for Rs. 410, Banting for Rs. 20, and the Nawab's stable for Rs 310, After one false start in which Eldrum was hard to hold. Secunder, evidently under orders to make running, went off at a nailing pace followed by Banting and Eldrum. Marquis who looked simply a picture and was to-day one of the finest horses we have ever seen, was kept well behind. At the top corner of the course about 3 furlongs from the start Secunder had increased his lead to over 120 yards and made what seemed to be very fast running. At the 1 mile starting post he was still leading, but the pace was proved to be not so hot as it seemed. Marquis had overhauled Banting, and was running up to his horses. Before the half mile starting post he had run through them, and Secounder and Eldrum were occupying 2nd and 3rd places. On coming into the straight, Marquis was leading by a length or so, and Eldrum second was soon flogging; but struggling on gamely. Tyrell, however, was turning round in his saddle, laughing at the others. Banting by a final effort passed Eldrum, but Marquis won a grand race in 3m. 4s. The result quite confirmed our opinion, that on the first day when Banting was receiving 13 lbs. from Marquis, he got a stone beating; and also proved that he was the best of the second class Arabs, for he was conceding 10 lbs. to Eldrum, and beat him by two lengths. As for Marquis, of course, there was no fit company for him here, but it was satisfactory to those who had gone in for the theory that a good horse at fair weights will always beat a bad one, to see how his grand stride and action brought him away from his ignoble compeers. The triumph of handicapping is to bring horses together, but as we have already said no weights that would have been accepted, could bring together Marquis or Timbertop, and the others whom they had to meet. A match between the pair at a difference of 3 stone over 1½ mile would be probably won by the waler, as his time is wonderfully good at that distance, and we can only recommend our sporting friends at Madras to look to him.

Third Race.—"The Maiden Arab Handicap"—Rs. 500 from the fund; with a sweepstakes of Rs. 50 for each horse declared to start. 1 mile.

	st. lb.		
Nawab D N Jung's Bahadur's	g a h	9	6 Williamson 1
Mr Covey's	b a gal	9	0 Tyrell 2
Mr. Hewson's	c a h	8	2 Vinell 3
	Time 2m. 1s.		

Jamsheed was made a hot favourite in the lottery, and as we have said before that Sultan is not fit, and as 1½ mile is Shah Allum's best distance, it was not surprising to find that Tyrell did not fancy his mount. People did fancy that he did not make the most of Shah Allum, forgetting that it was a vain effort, and that Tyrell had already ridden two fatiguing races. In the Pari Mutuel too, the betting was 3 to 1 on Jamsheed, and anything against Sultan. Jamsheed led nearly all the way, for the last half mile the race was his own, and he won easily by 5 lengths.

That the Moul Ali meeting exhibits a very sad falling off from former years is beyond doubt a lamentable fact. Bombay owners however, have ceased to come. Local stables, except the inevitable 'Nawabs,' are in a very moribund state, and, to crown all, this year's meeting suffered from the absence of the Madras Cracks. But it may well be asked how Hyderabad can support three meetings in a year, and herein lies the difficulty. That it cannot support three meetings is probable from the rumours prevalent about delay in settling accounts. We understand too that the actual money in hand for the Hyderabad (City) meeting will not enable its promoters, chiefly civilians in the Nizam's service, to carry out their proposed prospectus. Hackney and Tyrell are not staying for it, and the great guns there will be horses who have played a second fiddle at Moul Ali. Putney, for instance, is obviously being kept for this meeting, and is not nearly wound up yet, all the entrances, however, are not closed yet, and there is yet time for some of your Poona and Bombay sportsmen to run up with a return ticket, and walk off with some of the rich presentation cups. The 'Civilian's' Steeplechase should afford good race between Oh No! Idler, Duddingstone and Bugaboo, if all go, the Milkapett course is in good order, and there will be ordinaries, &c., as at Moul Ali.

AGRA RACE MEETING.

[FROM OUR OWN CORRESPONDENT.]

THIRD DAY, 10TH DECEMBER 1874.

The attendance was very large, especially among the natives; and the events of the day, being all looked upon as uncertainties, gave almost as much scope for speculation to the most knowing, as it did to our Aryan brethren, who, without any knowledge of the animals, are guided in their investments purely by fancies as to "the colours of the riders." As it happened, however, the motto in each case was "short and sweet," everything falling to the undeniable riding of one gentleman.

First Race.—"The Agra Grand National Steeple Chase."—2 Miles. Rs. 400 added. Entrance Rs. 30.

	st. lbs.		
Mr Rainford's	b w g War Eagle	10	11 Mr Short ... 1
Mr Alexander's	b w g Disguise	10	11 Capt Grant... 2
Mr Germany's	b w g Poor Cripple.	10	3 Price 0

War Eagle took the lead, all coming to the brook nearly together. The two first horses took the jump in grand form; but poor dripple vindicated his godfather, and godmothers by coming down, and landing his rider in the ground, fortunately pretty soft, on the other side of the water. War Eagle increased his lead at each jump though pertinaciously hunted by Disguise, who did wonders for an untrained horse, and ran gallantly to the last.

Second Race.—"The Taj Steeple Chase."—For all Arabs and C. B.'s. Rs. 300 added.—2 Miles. Entrance Rs. 30.

	st. lbs.		
Col DeMontmorency's	g a h Shamrock	10	11 Mr Short ... 1
Capt Hogg's	ch a h Fusee	10	7 Owner..... 2
Mr Baker's	g a h Secunder	11	0 Capt Grant... 0

In this race also the winner took the lead from the start, and kept it all the way. Fusee, piloted by his gallant owner, did all he knew; and the riding was excellent all round. At the brook, however, Secunder, coming up last and somewhat crammed at it in consequence, came down badly; and his popular rider pitched on his head and was taken off the course amid general sympathy. Shamrock had been brought out in tiptop condition, and was ridden in Mr. Short's well known form; and in spite of the exertions of what was probably a better, though a less trained, horse came in an easy winner.

Third Race.—"Pony Steeple Chase."—For all Ponies 13-2 and under.—Rs. 100 added. Entrance Rs. 10

	st. lbs.		
Mr S's	g c b p Kitty	10	7 Mr Short... 1
Captain Grant's	br w p Quicksilver	11	11 Owner 0
Mr Fainford's	g c b p Willamaloo.	8	0 Native 0
Mr Collin's	b c b p Vlacka	10	11 Welcome ... 0

The unfortunate accident to the owner of Quicksilver, who was to have been his rider, left this race practically between Kitty and Vlacka. The two mares went together, with varying fortunes, till the last jump, when both refused. Vlacka could not be brought to the scratch again; and Mr. Short, cramming the grey over in his best style, cantered home by himself, much to the disappointment of Vlacka's numerous circle of admirers.

BOMBAY.

Arrival of another batch of horses.—A batch of thirty-seven Arab horses were landed at the Carnac Bunder on Sunday, and were taken to Mahomed Bauker's stables in Bhendy Bazaar.

Arrival of a Native Prince.—The eldest son of H. H. the Maharajah Holkar of Indore arrived in Bombay on Sunday evening with fifty armed followers, and has taken up his residence at Sunkersett's bungalow.

Accident.—A man named Gunput Mahado was accidentally knocked down by a buggy near Watson's Esplanade Hotel on Sunday night. He was at once sent to Hospital, but was not detained there for any length of time, as it was found he had only received a shock.

Theft of Dr. Gomes' property.—Two natives named Rampursaud Rajahram and Rowjee Govind were yesterday convicted by Mr. Dossabhoy Framjee at the Fort Police Court of having stolen a pair of carriage lamps and some harness belonging to Dr J. F. Gomes. They were each sentenced to undergo three months' rigorous imprisonment.

A Curious Case.—A Hindoo named Ballmoka Gunger has reported to the Police that he left Bombay for four or five days last week and when he returned on Sunday last he found his landlord (who perhaps thinking he had absconded) in charge of the house. The look which complainant had put on the door was removed by the landlord and the complainant reported some money to be missing from one of his boxes.

Making a False Declaration.—At the Fort Police Court yesterday before Mr. Nana Morojee, a Borah named Kaderbhoy Abdulally was charged by Mr. Curtis of the G. I. P. Railway Police with having made a false declaration with regard to certain goods which he was transmitting by railway. The goods consisted of flasks of gunpowder, and the accused declared they were *supparee* and dried dates. The goods were produced, and the evidence for the prosecution was so overwhelming that His Worship convicted the Borah and fined him Rs. 50.

Attempted Burglary at the Scottish Orphanage at Mahim.—On last Saturday night an attempt was made to break into the servants' quarters of the Scottish Orphanage at Mahim. The inmates, fortunately, discovered the attempt in time, and raised an alarm when the burglars, throwing down the booty they were on the point of making away with, ran off. This is the fourth time that an attempt has been made to rob the Orphanage. On the last occasion a big native was found in the dormitory with scarcely any clothing on, trying to take away some property. An attempt was made to seize him, but his body was so well oiled that he slipped away very sharply.

Robbing a child.—One Khamjee Mulloo has reported to the Police that his son aged eight years, was enticed away from near the Musjid Bunder Bridge on Sunday night to some place near the Bhendy Bazaar by a man who is described by the boy as a Hindu with hair about his face, and was there divested by the latter of two silver anklets. The boy allowed the jewellery to be taken off as the Hindu made him understand that his mother required them. The Hindu then desired the boy to wait at the Bhendy Bazaar, but after remaining there for more than half an hour, and not seeing any signs of the man's return, the boy hurried home and informed his parents. The Police are making enquiries in the matter.

Cruelty to Animals.—Mr. LeMesurier's letter, suggesting that Mr. Souter should place his policemen in a state of temporary suspension behind the tramway cars, head downwards, in order that they might personally experience the inconvenience of such an unnatural position, and so learn what dumb animals suffer from similar treatment, appears to have aroused the guardians of the peace from their lethargy, for we find that Mr. Inspector O'Connor brought up four *bagarries* before Mr. Nana Moorjee, at the Fort Police Court, yesterday, charging them with hawking about jungle fowl for sale with their eyes stitched. Each of these men was fined Rs. 2, and we have no doubt that the lesson they have been taught will deter others from going and doing likewise. It is refreshing to find the Police so unusually active. We shall, perhaps, frequently hear more of such cases in future, for we learn, though how far the report is true, we do not know, that the sepoys have been ordered to take into custody any one found ill-treating a dumb animals. It is not merely those who take birds round for sale who are guilty of cruelty. Cooks and servants, who purchase ducks and fowls from the market for their masters' daily consumption, are to be seen habitually taking them home either suspended by the legs or held by the throat in a state of suffocation, and if the Police continue to be as vigilant and active as they have now commenced to be, we shall often hear of house-holds being kept without their breakfasts until their servants have rendered an account of themselves before the Magistrate, or paid the penalty of their cruelty. We do not think the Police are particularly thankful to Mr. LeMesurier for his very humane suggestion that they should be strung up by their legs behind the tramway cars; and we are not surprised, therefore, at being told that they have roused themselves to rather unusual activity and vigilance just to spite those who have taken them to task for their supposed apathy! Mr. LeMesurier's letter appears to have effected as much as any organization for the prevention of cruelty to animals could have done.

ADDITIONAL PASSENGERS BY THE HOMEWARD MAIL.

The P. and O. Co.'s s. s. Baroda, Captain W. W. Fentiman, sailed yesterday for Aden and Suez, with the English mail, and the following additional passengers:—

For Suez.—Mr. Salmer.
For Aden.—Surg. Major Simpson.

REVELATION OF A DESPERATE ATTEMPT TO HOLD TWO OPPOSING APPOINTMENTS AT THE SAME TIME.

The following interesting document has been issued:—

JUDICIAL DEPARTMENT.

Bombay Castle, 30th November 1874.

Letter from the Coroner of Bombay, No 53, dated 29th September 1874.—Requests the permission of Government to allow the Deputy Coroner to hold inquests in case of deaths occurring in the Gokuldass Tejpall Hospital, as it might be considered inconvenient, that the Surgeon of the Hospital should hold an inquest on a person for whose medical treatment, whilst in Hospital, he had been officially responsible. Further letter from ditto ditto, No 56 dated 19th October 1874.—Forwards a letter from Dr. Blaney, the Deputy Coroner, pointing out that according to Section 38 of Act IV. of 1871, it is not legal for the Deputy Coroner to hold inquests on bodies of persons dying in the Tejpall Hospital.

Letter from the Solicitor to Government, No. 1,253 dated 19th November 1874—Forwards copy of the following opinion by the Honourable the Advocate General on the question raised by Dr. Blaney:—

OPINION.

"The Deputy Coroner can only act for the Coroner under Section 38 of Act IV. of 1871, during the illness of the Coroner, or during his absence for any lawful and reasonable cause. It will be noticed that the 'absence' is not restricted in any way to absence from the Presidency Town, absence from India, or the like. It may, therefore, be taken to mean absence from the inquest for any lawful and reasonable cause. The question raised by Mr. Blaney comes to this. Is the absence of the Coroner from an inquest upon a death which has occurred in the Hospital of which he is the head, an absence for a lawful and reasonable cause? I am not prepared to say that it is not such an absence, within the letter of the Act, but the question really is one of convenience, rather than of law, and might fairly be

EUROPEAN AND OTHER EXTRACTS

THE PEACE OF EUROPE.

In his speech at the opening of the German Parliament last week the Emperor William took occasion to refer to the constant attacks made on Germany by the French press, and he stated that his Government would take no notice of these attacks until it saw that the French hostility threatened to assume a more active form than that of abusive articles. That the Emperor should have thought it worth while to dwell on the abuse of French newspapers struck his subjects with surprise, and set them wondering as to what secret of State could be hidden under his words. They seem to have come to the conclusion that their good and watchful Sovereign was merely giving them a kindly piece of warning. Before the war of 1870, they remember, the French press was very abusive; but, with the unsuspecting gentleness which distinguishes them, they treated its outbreaks as meaning nothing, and then were rudely undeceived by finding out that the violent language of the French press had been deliberately used in order to prepare the way for real fighting. Under the guidance of their Emperor they are not to be caught napping a second time, and are now alive to the artifices and manœuvres of their enemies. Perhaps the German Government may not be sorry to see the nation awake to the possibility of another war at the moment when it is making new demands of a very serious kind for the increase of the army and of the expenses which the army entails. But the general tone of the Emperor's speech was eminently pacific; and for the present military purposes of his Government it is even more necessary that there should be a general conviction that resort will only be had to war when peace is absolutely impossible than that the nation should be frightened into sanctioning an increase of military strength. The embodiment of the Landsturm is a measure which may probably add very considerably to the fighting power of Germany; but it makes persons who have everything to lose by war, and who are above all others least inclined to fight for trifles, personal participators in the dangers and sufferings of a campaign. The huge armaments of Europe cause a frightful waste of money, and are in themselves a source of danger. *Si vis pacem para bellum* is an excellent maxim when it is addressed to any one threatened State. But if all States provide for peace by preparing for war, they may easily defeat their wise purpose. And yet the very hugeness of modern armaments has some advantages. The armies of Europe are most valuable instruments in aiding the process of binding nations together. They contribute materially to doing away with provincial jealousies and the antagonism of classes. Prince Bismarck was talking very good sense when he said that the fusion of conscripts from Alsace and Lorraine in the German army would tend to make the inhabitants of those districts realize the fact that they are now Germans, just as their affection for France had been largely stimulated by their having shared in the glories and trials of France during the wars of the Revolution and of Napoleon. If Italy is half ruined by her army, she is indebted to it more than to anything else for the diffusion of a real sense of union through the population; and even in our humble way we may speak of our Volunteers as having done something to give Englishmen of different ranks a common purpose and common interests. These big armies are, too, from their composition a guarantee for peace. The whole nation becomes deeply interested in the policy of its rulers. Middle-aged men who hate marching about, and have no anxiety to kill or be killed, are not nearly so likely to view with satisfaction schemes of military aggrandizement as a young professional army longing for adventure and distinction. We may be sure that no Germans received with greater pleasure the assurances of the Emperor that he was on the best of terms with Austria and Russia, and was indifferent to the insults of French journalists, than the venerable persons who will be affected by the proposed measure for embodying the Landsturm.

We hear so often of the feverish state of the Continent and of the many causes that might give rise to war, that it is as well to look sometimes on the other side of the picture and notice the many influences which tend to preserve peace. To shut our eyes and lull ourselves with false hopes of security would no doubt be absurd, and when we remember that only a few months ago so reserved a person as Lord Derby sounded a note of alarm, we must be ready to admit that events may easily show that all calculations of continued peace have been wrong. All we can say is that the motives which would prompt the great Powers to abstain from war are now numerous and powerful. Every great Continental nation has now got its own peculiar domestic difficulties, and they are of such a kind so marked and obvious that there is no need to particularize them. In old days, too, there was always the feeling that even war might be found cheaper and more agreeable than a state of costly and precarious peace. But the hope that a few months of war might enable a nation to return to reduced outlay and contracted armaments is now dispelled. If France and Germany had another war, the vanquished country would only go in for new and larger armies, more guns, and bigger fortresses. But it must be owned that internal embarrassments often lead to war instead of preventing it; for men may say that, if they are doomed to be for ever taxed in purse and person for military purposes, they may as well get occasionally out of a bad state of things such gratification as war can give. It is not so much because they are oppressed by internal embarrassments, or because they groan under military burdens, that the nations of the Continent and their Governments may be supposed to be averse to war, as because they are all actively engaged in trying to accomplish aims with which war would interfere. A nation which is on the verge of bankruptcy, and feels further effort to be useless, is more inclined to go to war than not. To inform creditors in a time of peace that the national engagements cannot be met seems shabby; but insolvency appears natural, and even respectable, in the blaze of a campaign. When, however, nations like Austria and Italy are not quite able to pay their way, but can very nearly do so, and are honestly making every effort to maintain their financial credit, the reluctance to spoil everything by a war is so great that it needs a very strong inducement to overcome it. Germany is not solely engaged in arming itself to the teeth and putting priests and diplomatists in prison; it is occupying itself with great measures for the consolidation of the Empire, with the construction of a Code, with the introduction of a new coinage, and with the organization of a Government for Alsace and Lorraine. Russia has got a hundred different tasks on her hands which she is pursuing with unremitting activity; and Frenchmen, though they quarrel about the Septennate, and like reading a good spicy article showing how many French clocks William has collected at Potsdam, are really engrossed with one thought, and that is how to make enough money to be as comfortably off under their new budgets as they were before the war. None of these objects are in themselves absorbing enough to avert a war if a cause of war arose; but in private life we know that nothing keeps people from quarrelling so much as their having plenty of occupation, and what is true of families is perhaps not less true of nations.

There are, indeed, permanent sources of danger to the peace of Europe which must not be left out of sight. The chief of these are Ultramontanism, Socialism, and the Ottoman Empire. That the Ultramontane party would dearly love to get up a war of opinion and have recourse to the arm of the flesh is more than probable. But Europe is, on the whole, presenting a firm front to Ultramontanism, and Ultramontanism is a foe which to face is to conquer. Prince Bismarck has his own fierce way of fighting the battle, and the very existence of Italy depends on the national resolution not to yield an inch of the ground that has been won. But if there were a current of feeling among the neighbours of Germany and Italy adverse to that which prevails in those countries, war might be only made more probable by the decisive line which Germany and Italy adopt. Fortunately, this is not so. France has been gradually disengaging her foreign policy from the ecclesiastical influences which shortly after the war were so powerful; and in Austria, though there is nothing like a rupture with the Church, the secular spirit prevails every day more clearly. In Ireland the priests seem now disposed to throw themselves more unreservedly than heretofore into the Home Rule movement, but the only effect of this will be to strengthen the conviction that if England and Ireland were half separated, there would at once arise a deadly quarrel on questions of foreign policy which would lead to a total separation or a new conquest. How dangerous Socialism is no one can pretend to know; but at Paris and Carthagena Socialists have at least had checks too severe to permit them to think very soon of having again recourse to open violence. And, what is much more important, there is a growing willingness in England—and in this matter England will serve to a great extent as the instructress of Europe—to talk their whole case out with the Socialists, so hear what they have got to say, to go into facts and figures, and to appeal to the arbitrament of common sense. Feeling, too, goes a long way in the world; and there is throughout Europe, and especially in England, a much more kindly and gentle patience with the inevitable errors of silly, uneducated, dreamy men than used to prevail. The rich man is not now so much inclined as he once was to keep aloof from the dissatisfied poor man as a bloodthirsty ruffian, but is disposed to offer to shake hands with him and to talk the matter quietly out in fair discussion; and this is the best, because the most abiding antidote to Socialism that can possibly be; for the instruction gained will not be, we may be sure, all on one side. Turkey is perhaps, of the three sources of danger to European peace, the most serious. There it always is, in the corner of our system, a thing we can neither do with nor without, a convenient sham, an evil without any apparent remedy. The recent history of Turkey is very simple. It has incurred an enormous public debt, and has squandered the money on totally useless objects. The provinces are drained in order that millions may be heaped into the lap of Constantinople. If the creditors are now to be paid for the first time from revenue, and not by new loans, there will be no money to carry on the enormously expensive machinery by which the present system of government is kept going. If Turkey does not pay her creditors they will clamour for some solvent Power to assume her burdens. The day that Turkey ceases to live on borrowed money can scarcely fail to bring with it the certainty of the old familiar Eastern question being revived; and this time it will have to be settled, although, if the great Powers are wise and forbearing towards each other, it may possibly be settled without bloodshed.—*Saturday Review.*

SOUTHERN NEW ZEALAND.

A COLONY which is just now spending borrowed money on its railways at the rate of a million and a half sterling in the year, and has run up a public debt of nearly thirteen millions, cannot fail to claim our attention. It is not here proposed to discuss the merits of this policy, but to place more clearly in view the distinctive characteristics of one main portion of New Zealand. That name may even yet, like those of other Australasian countries in the past, be deemed subject to revision. It is not long since we used to talk of New Holland and Van Diemen's Land. The latter now bears a worthier name; but it has been proved by Mr. Major, from early maps of the fifteenth century, that the mainland was known to the Portuguese long before it was visited by the Dutchman. Its eastern part, our New South Wales, was actually discovered by the English Captain Cook, and was soon afterwards colonized. The distant islands in the South Pacific Ocean were seen by Tasman in a cursory manner; but it is questionable whether a Spaniard had not seen them before, and it was Cook who first went round their shores. "New Zealand" is the most absurdly inappropriate name for them that could have been devised. It brings to mind the almost ludicrous contrast between those alluvial flats of the Scheldt and the bold configuration of lands formed by huge volcanic and glacial forces, and isolated by the disruption or subsidence of a vast continent, in the widest open space on the globe. To carry on the joke, when our countrymen began to deal officially with those islands, somebody had the Irish fancy to call them New Ulster, New Munster, and new Leinster. The native words, which we need not try to write, could never be pronounced or remembered; but designations were to be contrived for the entire group, and for the several islands, two large and one small. It was attempted to distinguish them as the North, the Middle, and the South Island; but this, too, has failed in practice. The most southerly isle, which is uninhabited and of insignificant size, keeps the name of Stewart, a sailor whose exploits are but too notorious; and the Middle Island has therefore been recognized as the South Island, which it substantially is. The true dualism of New Zealand, natural as well as social, is the subject of our present remarks.

The striking difference, in most natural aspects, between the North Island and the Southern part of New Zealand must necessarily affect their industrial and social conditions. It will not tend to political separation; but the self-sufficingness of New Zealand as a whole, and her independence of the Australian provinces a thousand miles away, will rather be confirmed by her development of such diverse internal resources. Some modification, indeed, is at this moment under discussion in the political relations of her Northern provinces. The latest project of Mr. Vogel, a Premier with a turn for audacious innovation whom his admirers regard as a colonial Bismarck or Cavour, is to merge those four provinces in that of metropolitan Wellington. This will probably be resisted by Auckland, the older and more populous former seat of general government, resenting still the loss of that profit from official expenditure which was never larger than during a Maori war. Such competition for government patronage is too apt to distract the infantile public mind of new and small communities from objects of more enduring value. It was curious in 1852 to observe how these local interests determined the views of colonists as to the representative constitution then bestowed. Auckland was naturally afraid of being supplanted by Wellington, on account of its more central situation on Cook's Strait between the two equal islands. It was therefore preferred by Auckland that the two islands should form two perfectly independent colonies. Wellington and Nelson, on the contrary—the settlements planted by Wakefield's New Zealand Company on opposite shores of Cook's Strait—asked for a central government of both islands, with municipalities at the several townships or settlements. These were two hundred miles apart, with communications by a wretched sailing vessel or a pathless ride across mountain and forest. But each of them had the soul of a rising commonwealth. It was not municipal institutions that could satisfy the ambitious foresight of Canterbury and Otago Pilgrim Fathers. Their three or four years' actual experience had indeed failed to prove that their well-meaning parent Association for realizing certain principles of ecclesiastical and social union could pay their way. Yet there was no thought of abandoning those two settlements and the large investments in the purchase of territories comprising nearly all the eastern side of the South Island. Their inhabitants of 1852, though not exceeding 4,500 in Canterbury and 2,000 in Otago, demanded provincial self-government, and obtained it from the Imperial Legislature. Is was displeasing, of course, both to Auckland and to Wellington. The existing federal constitution allows to each of the nine Provincial Councils and Superintendents nearly as much power as is enjoyed by the State Governments of the American Union. Indeed the New Zealand provinces have more; for each disposes of its own waste lands for its own profit. Whatever may be the faults of this system, events have amply warranted the claims of Otago and Canterbury, then somewhat derided, to a voice in framing the constitution. Those provinces, created but twenty-five years ago, have far outgrown Auckland in every element of prosperity. The aggregate population of the South Island in March last amounted to 186,855, of whom only some hundreds were of the Maori race. That of the North Island was 112,251, including nearly 30,000 natives, about half of these being at least half civilized. The total European population of New Zealand has increased above tenfold in twenty years.

Scientific men have often remarked the contrasted physical features of the two large islands. Passing through Cook's Strait, to the north is a country of low swelling hill-ranges or tablelands, broken by isolated volcanic peaks. This land is covered with luxuriant forests, except in a central region of lakes and hot springs or geysers depositing silica and sulphur beds, like that of the Yellowstone in North America. The climate at its north end has a languid semi-tropical warmth. To the south is a very different country. From end to end along its western side this island presents a continuous backbone of massive Alpine mountains, ranging from 11,000 ft. to 13,200 ft. in height, with a dense forest hanging in gloom upon their seaward slopes, beneath the eternal snows. But on the other side, facing eastward, this range displays vast snow-fields and glaciers, and immense beds of loose shattered rock, with clefts and gorges of terrible depth whence the icy rivers are poured out into the lakes of an upland plain. The lofty plateau which occupies the middle breadth of the South Island is buttressed on its eastern side by a lower parallel range of mountains, through frequent breaks in which its rivers descend, and cross many successive terraces or steps to the eastern sea. These nether terraces, from an elevation of 1,600 ft. downwards, and the strip of low-lying shore intersected by those variable rivers, compose what are called the Canterbury Plains. That province is devided from Otago, its southern neighbour, by the larger Waitaki river, flowing out of three lakes at the feet of the central mountains. In the contour of its shores this island is also very remarkable. Its south-western extremity is by glacier action no doubt, indented with deep fjords like those of Norway. The north-eastern shore, in Cook's Strait, is wonderfully pierced and contorted, forming a maze of inlets; but the east coast is an unbroken low beach of shingle, saving two exceptional instances. These are the two harbours of Port Lyttelton and Port Chalmers, the sea-doors respectively of Christchurch and Dunedin. They owe their existence to peninsular blocks of volcanic formation enclosing small pieces of water.

Such is the natural structure of Southern New Zealand. It is evidently so laid out that the Canterbury and Otago territories share between them most of the agricultural and pastoral opportunities, with their habitable and fertile eastward plains open to the two convenient seaports. The two northern provinces, indeed, Nelson and Marlborough, possess ther own advantages. The former has thick beds of good coal, as well as some gold, copper, and iron; the latter, in its Wairau district, has the richest soil. But for the growth of wheat, meat, and wool, upon which in the first instance the wealth of a new country mainly depends, the middle and southern parts of this island combine all favouring conditions. Their climate, less mild and tranquil than that of sheltered Nelson, is better suited than any other in the world both to the cattle and to the cultivated plants of Britain, as well as to the health of our people and their children. It is like the best English climate kept dry and ever clear of fog, with much less winter frost. Seasonable airs of wholesome cold are inhaled from the inland snowy heights, or wafted from the Antarctic icebergs. Only an incessant windiness is complained of, but that serves to purify the air and to brace the nerves. Every vegetable product or domestic animal of our rearing there grows and multiplies with amazing quickness and equal vigour. The soil is good, though somewhat light, and responds to manure, it is said, in a manner that seems miraculous. There are no swamps and no forests in those broad plains east of the Alpine range. The farmers and the graziers of Timaru and Oamaru are *fortunati nimium*, who would know their happy lot if they could, for any wages, get the labour they want, together with easier access to a market. But these are boons which the railways and steamships are likely soon to give them. Three million acres in the Canterbury plains are fit for the agriculturist, the sheep-breeder, or the stock-owner, besides the extensive highland and mountain runs. Otago, including Southland, can show nearly as much open land, with a soil even better for wheat. From thirty-five to fifty-five bushels an acre is obtained in the most southern district. The sheep imported from Australia grows much bigger; his fleece here weighs, instead of two pounds and a half, three and a half; the wool, though not so fine, is softer, with longer staple. New Zealand sheep-feeding obtains a greater advantage, as the coarse native grass, and the rude squatting management of vast open runs, are superseded by laying down succulent English grasses in the fenced meadows of purchased estates. The yearly produce of the colony exceeds three million bushels of wheat and forty million pounds of wool, chiefly from the two great southern provinces. Canterbury already counts her three millions of sheep, Otago her four millions, with myriads of oxen, horses, and swine. The mineral riches, too, of this southern island are great, though surpassed by Auckland in the north. The Otago gold-fields have, indeed, since 1866 shown a decreasing yield; but these, together with those of Hokitika or Westland, lately part of Canterbury, and with those of Nelson, still yield gold to the annual value of 1,500,000*l.* Manufactures are promised and even commenced in the towns.

With these various and copious sources of public wealth, and with rapid sales of Government lands at 1*l.* and 2*l.* the acre, means were early found by the enterprising Provincial Councils to begin the construction of railways. Cut boldly through the rocky mountain that guards Port Lyttelton, a tunnel has opened the sea-door to the city of Christchurch close behind. The locomotive now travels sixty miles southward over the Canterbury plains. It will in the year after next, or not much later, pass on down to Timaru, and perhaps meet the up train from Dunedin. The last-named capital has 18,000 inhabitants, while Christchurch has 10 000; but they will probably by the end of the nineteenth century be equal to the present Melbourne and Sydney. The population of Canterbury Province is 60,000, and that of Otago is 85,000.

It is worth while to notice the steady and substantial progress of this southern country since the New Zealand Constitution was granted twenty-two years ago. Its founders, Scotch and English alike, failed in those days to realize their ideas of colonization under Church patronage. But they can now see in thriving adolescence the lusty young Scotland and England which they begot in 1848 and 1850. Lord Lyttelton when he visited the antipodes must have found in the sight of Canterbury Province a compensation for his past trouble in its first settlement. There is nowhere in the Queen's dominions a community that preserves so faithfully the genuine characteristics of English middle-class society. It has had no admixture either of an Irish or a German immigration, nor has it, like Otago, been invaded by the Australian diggers. To any well bred English family of small fortune seeking a new home beyond the seas, that remotest colonial shore is go they must, there is probably the most congenial abode.—*Saturday Review.*

FLIES IN OINTMENT.

The charm of exquisite poetry depends, as every one knows, upon subtle harmonies of language which can be recognized, though they can hardly be analysed by the finest critical sense. It might trouble the acutest observer to explain why one special combination of words goes home to our feelings, when another, expressive of the same thought, appears to be the merest common-place. Who can tell, for example, what is the special felicity which makes Herrick's little song "Gather ye rosebuds while ye may" unfailingly delightful, whilst hundreds of other poets have made precisely the same remarks about flowers and the shortness of life, and have yet sunk at once into utter oblivion? To say something that has been said thousands of times before, and yet to make the saying impressive, is a triumph of art the secret of which is simply inexplicable and incommunicable. A curious example of the same power exerted in a different direction is to be found in Cowper's verses on the Royal George. We saw them quoted not long ago with the judicious remark that people had generally taken them for poetry because they were written by Cowper, as if Cowper had not written other verses which are as extinct as last year's prize poem. The ingenious critic, however, had observed that there was nothing on the surface of the poetry except a newspaper paragraph done into rhyme. There is hardly a single reflection; we are told in the plainest possible manner that the ship went down because a land breeze caught the shrouds whilst she was laid upon her side; and that Admiral Kempenfelt was drowned with eight hundred, or, as it is elsewhere stated, "twice four hundred," men. Where does the poetry come in? To this question we cannot give a distinct answer; but anybody who can rhyme may discover by a very simple experiment that it does come in somewhere. Let him put into the simplest possible verses any newspaper paragraph that strikes his fancy—the loss of the *Birkenhead*, for example, in itself a far more poetic incident—and see whether his lines will instantly seize the memory of all who read them. In other poems of Cowper's, in the verses on Mrs. Unwin or on his mother, we can easily account for part of the impression by the depth of the pathos, though the question still remains how the pathos is conveyed so powerfully. But the singular felicity by which, without any apparent assistance, and with even some distinctly adverse influences, the doggerel metre becomes so unforgetable, is in some sense a still more striking proof of Cowper's wonderful power.

If the harmony on which the effect of a poem depends is so subtle as to escape all powers of analysis, the inverse phenomenon is luckily not quite so conspicuous. A single discord, that is, does not destroy our pleasure as the harmony creates it. After a little familiarity we become comparatively insensible to its existence, and even think it rather profane when anybody insists upon pointing it out. And yet there it is; in many almost perfect poems there is a little slip somewhere, a fault of expression, a defect in the grammer, or, possibly, a want of logic, with slightly irritates us, and makes us wish that we could recall the poet from the dead in order to insert an emendment. To dwell upon such faults may be invidious; and yet it is perhaps worth while to notice the fact as illustrative of the advantages of thorough finish which most of our young poets are too slovenly to care about. When we know some fine passage by heart, we shrink instinctively from the coming jar, as we draw back when we see that a carriage is about to jolt over a stone on an otherwise smooth road. The frequency of such little annoyances varies greatly in diff-rent poets, and they are sometimes much more abundant in the first-rate than in very moderate performers. Shakespeare, of course, one might point out any number of them; but Shakespeare has the advantage that we may attribute what we please to corruptions of his text: and, moreover, in a style so weighted with thought and so full of abrupt transitions, it is scarcely possible to notice any trifling discord. It is swallowed up in the general harmony and drowned in the impetuous torrent of thoughts. Amongst modern poets, Shelley is probably more fertile in such imperfections than any other—a fact which is no doubt owing in great part to the excessively careless printing of his poems; and partly to his being carried away in what he calls the "swift stream of song" until he forgets the humble ties of grammar and logic. Amongst living poets, Mr. Tennyson's singular refinement almost invariably preserves him from any decided blunder; he is much more apt to err on the side of excessive smoothness than to admit unnecessary discords. Mr. Browning's habit, on the contrary, of riding roughshod over all the minor difficulties of language leads to so many harsh phrases that we are unable to pick out any particular instances as offensive. We expect to be jolted in every line, and brace ourselves to wrestle with his vigorous thought till we become insensible to minor bruises.

Nothing would be easier, however, than to compile a long catalogue of these trifling carelessnesses without going beyond poetry of a really high order. Not long ago there was a lively discussion as to Byron's vulgarism in using "lay" for "lie" in the address to the sea. The blot, however, could not be expunged. Various good instances of the usage were produced from Shelley and from authors of the seventeenth century. In fact, the error belongs to a class which poets have seldom the resolution to avoid, though the instance happened to be specially offensive. The search for rhymes is very fatal to the due regard for the niceties of English grammar. When "sang" would come in conveniently, why should a poet be driven out of his path by the prosaic grammarian who insists that "sung" is the form sanctioned by ordinary practice? Shelley, for example speaks of the tempest,

> Riving sail and cord and plank
> Till the ship has almost drank,
> Death from the o'erbimming deep;

and Milton, in the Christmas Hymn, cannot resist the temptation of bringing in "sung" instead of "sang" to rhyme to "hung." Why should two words of which seem to have been intended by nature to run in couples diverge in such a provoking fashion so as just to miss the desired harmony? Is it not fair to force them into the harness and to insist that a poet is "super grammaticam"? The case is so common that perhaps there is something like a precedent for the gentle violence done to such impertinent words. But the case is rather more annoying when the same unfortunate necessity causes a downright vulgarism. Keats, as his readers know, has an unlucky Cockney twang, which intrudes every now and then when he is singing the praises of classical gods and goddesses in the most delicious melody. But the exemplary Wordsworth was not a Cockney, and surely he might have found some means of getting round that unlucky rhyme in the great Ode:—

> Oh! evil day if I were *sullen*
> While earth herself is adorning
> This sweet May morning
> And the children are *pulling*, &c.

Luckily a critic is not bound to suggest a conjectural emendation; but we would rather have had the rhyme left out altogether than be haunted by the suspicion that Wordsworth talked about "sulling" or "pullin'" —whichever alternative may be adopted.

There is another kind of minute slip, rather different in character from this, where the poet seems either to have forgotten his punctuation, or to have attended less to the sound than to the writing. We always admired the fine verse in which Milton describes the appearance to the shepherds of

> The helmed cherubim
> And sworded seraphim;

but one day it unluckily occurred to us that, if the verse were recited instead of read, there would be some risk of the seraphim being most inappropriately stigmatized as "sordid"; and we must admit that we have ever afterwards, been sensible of a certain qualm in reading what are in every other respect magnificent verses. Or, again, in Grey's *Elegy*—a poem which may be regarded as an almost unrivalled example of the power of perfect finish to elevate obvious reflection into true poetry—we can never adjust a certain comma satisfactorily. He says of the peasants:—

> Far from the madding crowd's ignoble strife
> Their sober wishes never learnt to stray,

According to all grammar this surely ought to mean that the sober wishes never strayed far from the ignoble strife; which is of course the opposite of what Gray intended, and would clearly be less creditable to the sobriety than to the simplicity of these excellent countrymen. Another ludicrous inversion of ideas of a rather different kind worries us in regard to an otherwise touching poem. When Hood describes "the one more unfortunate" who has apparently drowned herself in the Thames, he invites the dissolute man to think of the sad catastrophe by the river-side, and adds—

> Lave in it, drink of it
> Then if you can.

It is doubtless very wrong, but we can never read the verse without wondering that the last use a dissolute man would make of the Thames would be to "lave in it" or "drink of it," even if nobody had ever been drowned in its waters. If that were the only privation due to his repentance, it would not be a severe one.

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> Far from the madding crowd's ignoble strife
> Their sober wishes never learnt to stray,

According to all grammar this surely ought to mean that the sober wishes never strayed far from the ignoble strife; which is of course the opposite of what Gray intended, and would clearly be less creditable to the sobriety than to the simplicity of these excellent countrymen. Another ludicrous inversion of ideas of a rather different kind worries us in regard to an otherwise touching poem. When Hood describes "the one more unfortunate" who has apparently drowned herself in the Thames, he invites the dissolute man to think of the sad catastrophe by the river-side, and adds—

> Lave in it, drink of it
> Then if you can.

It is doubtless very wrong, but we can never read the verse without wondering that the last use a dissolute man would make of the Thames would be to "lave in it" or "drink of it," even if nobody had ever been drowned in its waters. If that were the only privation due to his repentance, it would not be a severe one.

Another variety of grammatical blunder is simpler, and consists simply leaving out some essential clause in a sentence. Shelley is not unfrequently guilty of an error which will vex schoolboys when English is a dead language; but the first example which occurs to us is from a charming little poem by Keats. It concludes—

> To know the change and feel it,
> When there is none to heal it,
> Nor numbed sense to steal it—
> Was never said in rhyme!

Of course we could suggest an answer, but we had rather that the poet had told us in plain language. Violent grammatical confusions of a still worse kind are very common, as we may remark, in Pope's elaborately polished verses. They are annoying, though we feel that they are partly pardonable as the result of an effort to compress too much meaning into a specially rigid framework of verse, and not to simple laxity of attention.

Leaving merely grammatical defects, we might notice the more serious vexation caused by the intrusion of downright fragments of prose into the midst of exquisite poetry. Wordsworth is perhaps the greatest offender in this sense, and the fault occurs not only in the longer poems, where he cannot be expected to maintain himself constantly at his usual elevation, but in the undigested fragments which intrude even into his lyrics, and which annoy one, if we may be pardoned for the prosaic comparison, like the hard pellet of shot which one's teeth crunch in the midst of the tender breast of a partridge. We almost shrink from mentioning instances, but we may sufficiently indicate the nature of the case. In the poem on Peele Castle, after telling us how differently he should have conceived the future at an earlier period, he adds:—

> Such in the found illusion of my heart,
> Such picture would I at that time have made.

The second of these lines strikes us as unnecessary verbiage, a mere repetition of what has been said before and dragged in to eke out a stanza. Or we might turn to a very different poet and remark what an uncomfortable effect is produced in Campbell's spirited verses on Nelson and the North, when the inspired bard suddenly becomes a lawyer, and inserts a clause in the agreement with the Danes to prevent all possible cavils:—

> But yield, proud foe, thy fleet
> *With the crews* at England's feet.

As if the Danes would have taken them out if they had not been expressly prevented by the terms of the treaty. But we are perhaps hypercritical, and it is not a pleasant task to hunt out mere lapses into prose, though we feel that we have a kind of right to resent positive offences. The most irritating of such errors is of course the introduction of a sheer conceit such as disfigures the poetry of Donne or Herbert, or as is commonly exemplified by Milton's unlucky "sun in bed," who "pillows his chin upon an orient wave." It is a comfort to reflect that he left off talking about the sun's chin in his maturer poetry. The offence has become rare, though we should be sorry to say too positively that we are not on the eve of another outburst of the poetry of mere conceits. Modern writers seem to be so eager for some new source of excitement that they may perhaps try this device as well as others. Hood is the only late writer of genius who has distinctly yielded to the temptation in some familiar instances. Everybody quotes the end of his familiar lines:—

> It was a childish ignorance,
> But now 'tis little joy
> To know I'm further off from heaven
> Than when I was a boy.

To us they appear to be not only too ingenious, but to involve an uncomfortable awkwardness of expression. The poet does not really know that he was further off from heaven than when he was a boy; for he is just at the same distance; he should have said, to be logical, that he knows himself to be further than he knew when he was a boy. It may, indeed, be replied that we are growing too logical, and that poetry has nothing to do with logic. Without arguing the particular instance, we admit the general principle. Accuracy of thought is desirable in poetry as elsewhere, though we willingly agree that a pedantic regard for syllogistic forms would be most undesirable in genuine poetry. We will conclude our miserable cavilling with one illustration from Clough's *Bothie*—to our taste, though we believe that we differ from most readers, the most beautiful of his poems. Elspie, in a charming passage, says that she feels as though she had been building herself up like a bridge, one stone on another:

> "All on one side, I mean; and now I see on the other
> Just such another fabric, uprising, better and stronger,
> Close to me, coming to join me."

And so she continues very gracefully and touchingly; and yet is it possible for the most unmechanical of mankind to read the passage without reflecting that a bridge which is stronger and better on one side than the other is likely to be a very unstable bit of workmanship?—*Saturday Review.*

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